ANNUAL REPORT

2013-2014

HI TRANS

THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

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Foreword

2013/14 has been an exciting year for HITRANS with some excellent results and interesting challenges.

We have also seen some change in our organisation welcoming a new Chair, and the team being boosted with the appointment of an Active Travel Officer as a result of an innovative partnership with Sustrans. This highlights the continued focus of the Partnership with our partners and foster new ones to allow us to make a difference in the way the public and business get to, from and around the Highlands and Islands.

Active Travel has been a real success story in 2013/14 with a number of new initiatives implemented by the team and the year was capped with the Highlands and Islands securing a significant proportion of the budget allocated to Community Links. This includes the first ever award to an RTP for HITRANS applications for the Inverness Campus South Bridge and Ballachulish to Connel active travel route.

One of the key challenges for business is to effectively access markets and opportunities across the globe. The Highlands and Islands relies on our links to the world to service our outward facing economy. The Inverness to Amsterdam air service is an important direct link to a global hub airport and we welcome the continued growth that has been achieved by FlyBe on the route particularly the high levels of passengers using the service for onward connections from Amsterdam to the rest of the world. We are proud to have helped support the establishment of this route. We continue to work with partners on making the case for Inverness Airport to have excellent access to hub airports and have submitted evidence throughout the year to the Independent Airports Commission Chaired by Sir Howard Davies. The importance of our current link to Gatwick was underlined early in 2013 when FlyBe announced they were to discontinue the service to Gatwick. We welcome easyJet's decision to extend the frequency of their service on the route.

At a research and project level we have continued to work innovatively with partners in Scotland and across the European Union to deliver meaningful improvements in transport services within the Highlands and Islands, completing the Food Port project, continuing to deliver the Journey Genie web portal and developing the SPARA 2020 project with support from the NPP.

Rail services continue to show growth throughout the Highland network. We have continued working with partners including Transport Scotland, ScotRail and Network Rail to support the implementation of national priorities such as the Inverness – Aberdeen and Highland Mainline major projects. We have also seen real progress on the development and delivery of a number of regional and local schemes, notably the planned increase in services to Oban and which is of great benefit to tourists and locals, including the 130 Oban High School pupils who from August 14 will travel by train from their local station. Work on Dalcross Station reopening continues with technical discussions and business case analysis. We also look forward to the outcome of the franchise competitions for East Coast, ScotRail, and the Caledonian Sleepers.

We continue to work with operators and Transport Scotland to support the development of our ferry services. We are looking ahead to the next tendering of the Clyde and Hebrides Ferry Service network and beyond that to the Northern Isles retendering. The Ferries Plan has set out some truly ambitious plans for improving these networks and we will work with partners to support their development from proposal to fruition. We have continued to gather evidence on ferry capacity constraints for online booking and the completion of routes and service methodology work for local authority operated ferry services.

Bus services are the backbone to our public transport system providing vital access to employment, education, health and leisure services and connecting with other modes. In 2013/14 HITRANS has helped improve intelligent transport information systems building on our existing real time information provision. We have supported the development of innovative new projects and secured funding from the Bus Investment Fund for an exciting project in east Inverness that will deliver bus priority, infrastructure, information and new buses to a significant user base.

We would like to thank our many public and private partners for their support in making 2013/14 such a successful year and look forward to building upon this in the year ahead.

Cllr James Stockan
HITRANS Chair

Ranald Robertson
Partnership Director

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The HITRANS Team

The HITRANS Board comprises a Councillor from each local authority area covered by the partnership and 3 non-council members appointed in a personal capacity by the Board and approved by the Minister for Transport following open advertisement and selection. The Board has appointed a group of professional advisers who play an important role, working with the executive team, in developing strategy. The executive team report to the Board.

Board

Cllr James Stockan	Chair (Orkney Islands Council)
Cllr Fiona Murdoch	Deputy Chair (Moray Council)
Cllr Duncan MacIntyre	(Argyll and Bute Council)
Cllr John MacKay	(Comhairle Nan Eilean Siar)
Cllr Graham Phillips	(Highland Council)
Wilson Metcalfe	
Prof David Gray	
Okain MacLennan	

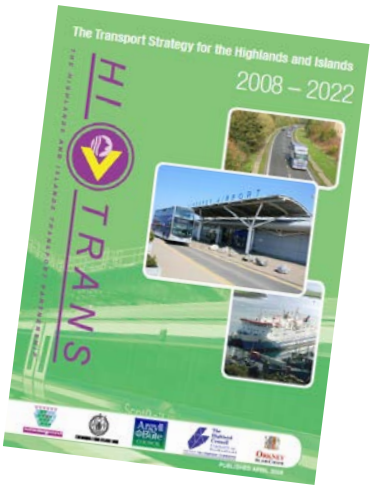
Advisers

Brian Archibald	(Orkney Islands Council)
Fraser Grieve	(Scottish Council for Development and Industry)
Fergus Murray	(Argyll and Bute Council)
Iain MacKinnon	(Comhairle Nan Eilean Siar)
Sam MacNaughton	(Highland Council)
Tony Jarvis	(Highlands and Islands Enterprise)
Gordon Holland	(Moray Council)
Pip Farman	(NHS)

Executive Team

Ranald Robertson	(Partnership Director)
Katy Cunningham	(Office Manager - Dalcross)
Christine Kendall	(Office Manager - Lairg)
Neil MacRae	(Partnership Manager)
Fiona McInally	(Active Travel Officer)
Frank Roach	(Partnership Manager)

The Regional Transport Strategy



The Transport Scotland Act 2005 placed the preparation of the Regional Transport Strategy as the first duty of the Regional Transport Partnerships. The Strategies are strategic high level documents that focus on the transport strategies necessary to support Government's key objectives and the single outcome agreements of the constituent local authorities.

HITRANS strategic vision and objectives as included in the Strategy link very closely with those of Government. The Strategy identifies the links between Government's aims and those of HITRANS and its constituent Councils.

The core of the Strategy can be viewed as 10 horizontal themes applying to the whole region which aim to:

- Promote the long term development of walking and cycling.
- Prepare a sub-strategy for investment in the region's bus services.
- Enhance aviation connections between islands and peripheral areas and national gateways.
- Improve the region's community and demand responsive transport provision.
- Increase efficiency of urban travel by tackling congestion, reducing car use on short journeys, and improving public transport.
- Assist freight transport to shift from road to less environmentally damaging modes.
- Develop a programme of investment to improve the locally significant rural road network.
- Prepare a sub-strategy for investment in ports and ferries.
- Develop initiatives to reduce the cost of travel.
- Develop ways to reduce the climate change impact of transport in the region.

The Strategy also identifies policy for the transport network. Priority action is required:

- To reduce journey times and increase journey reliability on our three strategic corridors linking the western parts of the region to Glasgow; the north of the region and the Inner Moray Firth to central Scotland; and Inverness to Aberdeen.
- And on the regional network to improve the Orkney inter isles services; to improve the Western Isles spinal route and sea crossings; and to reduce journey times and increase reliability on the roads on Mull; the road between Oban and Lochgilphead; the roads to north west Sutherland and Wester Ross; and on the Moray Firth coastal route.

HITRANS are required to measure the success achieved in delivering the core aims and objectives of the Regional Transport Strategy. To this end we have developed a monitoring and evaluation framework that has been approved by Audit Scotland to show progress across a range of key performance indicators. This framework is detailed in full at the end of the annual report.

Supporting Single Outcome Agreements

The Concordat between the Scottish Government and Convention of Scottish Local Authorities (CoSLA) sets out the terms of the relationship between the Scottish Government and local government. A central proposal of this agreement is the creation of a Single Outcome Agreement (SOA) between each Community Planning Partnership and the Scottish Government, based on achieving 15 key national outcomes agreed in the Concordat. The outcomes reflect the National Performance Framework and aim to deliver the National Purpose.

In taking forward its focus on Sustainable Economic Growth, HITRANS has completed the development of a Regional Transport Strategy. This aims to deliver a more successful Highlands and Islands, with opportunities for the whole region to flourish, through increasing the competitiveness of the region as part of Scotland as a whole. Economic sustainability and growth is a core purpose for the HITRANS partnership, and to which all the constituent Local Authorities and Community Planning partners are committed, support and actively contribute where appropriate. The Strategy identifies how improvements in transportation across the Highlands and Islands can directly support the Government in achieving its National purpose across a number of its national outcome areas.

The modern transport system that is detailed in the Regional Transport Strategy will support a smarter community through better access to learning opportunities. The Strategy and the joint working of the Partnership, its Councils and Community Planning partners will help people across the Highlands and Islands to sustain and improve their health, ensuring faster, more reliable, and more affordable access to healthcare, and greater opportunities to lead an active lifestyle through active travel access to local services and facilities. HITRANS is actively engaging in the SOA process covering each of the five Community Planning Partnerships in our region.

European Funding

Northern Periphery Programme

SPARA 2020 Project (NPP Preparatory Project)

Peripheral and Remote Airports face a range of very special challenges that the SPARA 2020 project endeavours to address. These airports are usually loss-making and subject to low traffic volumes, which often have a strong seasonal component. The cost of safe and regulatory compliant airports continues to climb with practices and procedures developed that often have to also cover major airports with very different sets of challenges, largely focussing on significant congestion and environmental impacts. NPP peripheral and remote airports have the additional challenge of changeable and extreme weather, low temperatures and challenging terrain. All remote and peripheral communities recognise that transport connectivity is critical for their wellbeing and future viability. Public funds are usually additionally required to support and maintain airport infrastructure in such areas. Indeed many of the air services are also subsidised under EU Public Service Obligation framework.

The preparatory project aims to develop a framework for a main funding round project that will develop Smart and Sustainable Airports in Remote Regions. This will be pursued by maximising revenues, controlling costs, increasing self-sufficiency and resilience, and by the creation of a forum for raising standards and improved interactions with each other, with common challenges, with suppliers, and with regulators and government transport policy planners.

North Sea Region Programme

Food Port Project

Food Port is a North Sea Region (NSR) INTERREG IV B - IVB ERDF Project which aims to develop the NSR as the best food cluster and hub in Europe for food products delivered via efficient and sustainable transport systems e.g. 'green transport corridors'. Food Port brings together partners from six North Sea countries (Belgium, Denmark, Germany, Norway, Sweden and the United Kingdom) to find practical solutions to improve the efficiency, effectiveness and sustainability of the food supply chains. The Food Port project operates under the umbrella of the INTERREG IV B - North Sea Region Programme, part of the European Regional Development Fund (ERDF). The project started on September 1st, 2010 and runs until August 31st 2013. The total project budget is 4.9M€, of which the ERDF co-finances 50%. The project will investigate and develop green transport corridors for food products between regions around the North Sea. This will lead to concrete modal shift pilots along the identified green transport corridors and to the development of (new) food platforms or hubs. In order to improve the food-logistics chain, new technological solutions will be incorporated, such as a technical support platform.

The central aims of Food Port are to optimize and coordinate food logistic chains in the NSR; to improve the accessibility and transport logistic system of different food clusters in the NSR; strengthen the food industry within the NSR: strategic position as FOOD HUB.

Food Port priorities are to promote the development of multi-modal and transnational transport corridors; and to promote the development of efficient and effective logistic solutions.

HITRANS input to the Food Port project has been the 'Lifting the Spirit' project that has investigated the feasibility of developing a modal shift from road to rail for the movement of Whisky product from Elgin to the central belt. The story of this project is provided below.

Lifting the Spirit:

HITRANS in partnership with Scotch Whisky Association (SWA) HIE, Moray Council and EU offered a wide range of distillers the opportunity to move bulk spirit and other food products by rail to/from Elgin during autumn 2013. The objective was to offer this on a cost neutral basis as many of the potential customers had not used rail transport from the north of Scotland in the last 20 years, although most had recent experience of intermodal transport for cased goods and bulk spirit from Central Scotland**.**

In majoring on an iconic product we were able to demonstrate the availability of alternative transport infrastructure and thus enhance or at least retail the area's competitive position at a time of growing transport costs and increasing demand for transport.

The project received wide publicity in Scotland and in the UK as a whole, and of course through the other Food Port partners in other countries. It featured on national and local news, in newspapers and in the rail press.

The project proposed trialling Speyside whisky product on rail from Elgin, working with distillers and logistics providers to move bulk spirit to Central Scotland where it is bottled prior to storage and export. The spirit would move in demountable container tanks on rail wagons. Lifting equipment would be required at Elgin to facilitate transfer from local hauliers, and the tanks would be sent to an intermodal terminal in Central Belt for onward delivery. Empty casks could be sent northbound to Speyside in curtain-sided containers. Various trials of a number of commodities would be undertaken. The exercise would be designed to be cost-neutral to the producers, and open to all. Security and integrity of the product would be closely monitored at all steps of the project. Data from our Rail Freight Capability Study 2010 would be used to inform gauge, length and routeing. Key outputs would include:

- modal shift to rail
- maximising the use of rail's capability, demonstrating resilience and performance
- assisting with the development of the Moray economy
- encouraging collaboration among producers
- making the case for further infrastructure investment

HITRANS issued an Invitation to Tender (ITT) to rail freight operating companies (FOCs) This firmed up the cost of rail haulage to specified destinations and wagon hire of c.28 no platforms. The tender was designed to maximise flexibility, so that trains ran until funds were depleted, and every effort was made to service as many distilleries as possible. Access to Elgin Yard was assumed regardless of ownership/control. A total of five FOCs were invited to bid, three of them expressed an interest and two submitted indicative bids. In accordance with the criteria laid down, DB Schenker (DBS) were named as preferred bidders and subsequently appointed Train Operators for the project. DBS immediately worked with Network Rail to ensure optimal pathing.

HITRANS procured a logistics management partner (LOGMAN) to oversee the leasing of ISO tanks as required, and to co-ordinate to collection, delivery and loading of intermodal units. JG Russell were awarded preferred bidder status as they have significant intermodal experience throughout the UK, experience of handling bulk spirits and trained staff with appropriate equipment. They already handle bulk spirit for many of the distillers in the Speyside and Highland areas and operate

intermodal terminals in Coatbridge, Glasgow, Inverness and London. Distillers themselves managed collection and delivery through their existing supply chain contracts. LOGMAN handled security arrangements at Elgin Yard, including compliance with Customs and Excise, WOWGR registration and Movement Guarantees.

An academic partner, TRI Napier, was procured to identify the environmental benefits that result from the transfer to more sustainable distribution.

An infrastructure maintenance company was engaged to implement re-sleepering and other improvements at Elgin Yard as identified in the engineering study, while Network Rail undertook extensive de-vegetation and DBS overhauled switches and crossings. Ballast was purchased from a local quarry and Moray Council assisted with yard sweeping.

A part-time Project Manager was engaged by HITRANS to assist in the successful delivery of the project, in particular identifying volume from food and drink producers.

Distillery owning groups were asked to provide HITRANS with information on their costs for existing road movements to Central Scotland. These were required by HITRANS to calculate the difference between road only, and road-rail-road, to ensure revenue-neutrality.

Based on projected volumes from the industry two trains per week were planned, with the terminal operator loading bulk tanks of 26,000 and 33,000 litres with a reach stacker. Skeletal trailers were provided in the Elgin area to support intermodal movements. Such trailers are not generally used around Elgin and were hired and positioned from the Glasgow area.

In preparation for the rail trial, tests were carried out at various sites to determine the suitability of loading bulk spirit at distilleries. These trials funded by HITRANS, identified six sites on Speyside and one in Nairnshire which were suitable. Of the distillers participating Chivas made available three sites, John Dewar two sites, and Diageo and Edrington one each. HITRANS also paid for pipework modifications to accommodate tank loading. HITRANS also approached a number of other distillers before and during the trial to determine their level of interest.

The first train ran on 1st September 2013. A large number of stakeholders including Richard Lochhead, MSP Cabinet Secretary for Rural Affairs and Environment, saw the loading of an ISO tank at Longmorn distillery onto a road trailer before being loaded to rail in Elgin Yard. Media coverage was extensive.

Two wagon types were used during the trial. The 54ft FKA wagon was the most commonly used, being able to carry 8ft 9 in containers via Aberdeen or 8ft 6 via Inverness. The 60ft FAA wagon (platform length 40ft) carried 9ft 6 containers via Aberdeen and 8ft 9 in containers via Inverness. The trial represented the first use of high cube wagons on the Aberdeen – Elgin route since the gauge was enhanced route by Scottish Government in 2007 and their performance was up to expectations. Ideally some 60ft platforms (FCA) would have been used but their absence did not impact on the trial. There was limited interest in moving 9ft6 containers during the trial. These are extensively used by several major food producers in the Elgin area.

Prior to the trial there had been considerable interest in using 33,000 litre containers and these were provided for the start of the trial. Experience showed that the 26,000 litre container was more suitable and became the standard unit for the later part of the trial. Some trains were cancelled due to insufficient loads. The expectation based on SWA forecasts was in the region of 10 – 14 tanks per train, but due to insurance/liability issues mentioned earlier, the number of tanks carried was fewer. It is recognised that these short notice cancellations were a major issue for some distillers.

A mid-term project review took place on 27th September with the two largest participants (Chivas and Diageo). The main constraint at that stage was lower than expected volumes caused by distillery loading constraints (Diageo) and liability issues (both). The project manager met with Edrington on 26th Sept and regular discussions took place with John Dewar during the period.

Glenmorangie and Glen Moray had previously indicated that they would support the trial but declined to participate. Potential business changes prevented another from participating. Several others including Benromach and Tomatin were unlikely candidates due to volumes and seasonal activity. For one distiller (Wm Grant) the period of the trial was not long enough.

Cased goods could have been moved by rail if requested in a variety of containers, but no distiller expressed an interest in moving these products.

Moving bulk malt in containers was examined but road haulage costs at both ends, and uncertainty over return loads made this unattractive. Alternative wagon types with 60ft platforms would make this much more attractive in future.

While the road haulage of whisky products was carried out by the haulage partners appointed by the distillers, there may be opportunities to streamline this in future to improve utilisation of skeletal trailers and to support transport opportunities available for local haulage of other inbound traffic.

At the end of the trial a major food producer was assisted to move product by rail for export via Grangemouth, the operation being dubbed 'Taking the Biscuit'. This would provide substantial volume for any future commercial rail freight service.

All of the trains operated ran to schedule, with one exception in late October. In that case the time sensitive freight was transferred to road movement in accordance with customer requirements. Any costs associated with these arrangements were absorbed by HITRANS. On time performance was in the region of 94%.

KEY OUTPUTS

- Track improvements value £25000 carried out in Elgin Yard to permit traffic to run
- Train plan with DB Schenker drawn up INTERREG IV B -
- LOGMAN JG Russell procured 33000 and 26000 litre ISO tanks
- Reach stacker procured by JGR for container lifting
- Access to distilleries for loading ISO tanks has been tested
- Proved the pathing to and operation of the yard
- Understood the optimum wagon/container combination to maximise gauge availability
- Developed an alliance between Network Rail DB Schenker, JG Russell, and HITRANS to successfully operate trains
- Found solutions to the contractual/liability issues
- Tested the market for 33,000 litre ISO tanks vs. 26000 litre ISO tanks
- Operated the terminal in a safe and secure manner
- Satisfied the distillers' requirements for tank cleaning
- Funded alterations to distillers' loading infrastructure
- Attracted widespread media and trade press coverage including BBC news
- TRI carried out the environmental benefit study;
- In addition to bulk sprit, seed potatoes for export in reefers, empty whisky casks in deep sea containers and, significantly, food product for export were consigned.

The Environmental Report concludes that for each round trip lorry load displaced by rail, approximately half a tonne of CO2 is saved and approximately £200 of marginal social benefits accrue. For each train laden with 20 containers, this amounts to 10 tonnes of CO2 saved and £4000 of marginal social benefits to society. Over a year, these benefits would amount to 520 tonnes of CO2 saved and £208,000 of marginal social benefits.

Highlands and Islands Partnership Programme (ERDF)

Green and Active Travel Improvements

The Green and Active Travel Improvements ERDF project is a 3 year project 2011-2014. The £560,000 project for which The Highland Council are lead partner is supported by match funding from HITRANS as well as SUSTRANS and the Inverness Common Good Fund.

The aim of the project is to develop, upgrade and promote key walking and cycling routes in Highland which were identified as priorities in the HITRANS funded Active Travel Audits that were undertaken in nine settlements across Highland. It is hoped that the new routes together with promotion of existing facilities will not only encourage greater use of sustainable modes but also provide new health, social and economic opportunities in these areas.

Projects completed in the first two years included improvements to the NCN in Culloden, Fort William and Tain as well as the completion of a shared use path connecting the towns of Alness and Invergordon in Easter Ross which has been named as the Diamond Jubilee path by the local community.

Direct Pedestrian / Cycling route linking Inverness city centre with the new UHI Campus via the new 'Golden Bridge' over the A9 – it was identified that additional funding would be required to complete the full link and further contributions were made by both HITRANS and The Highland Council via its Carbon Clever initiative. In order to complete this scheme and other elements of the project an extension to the project has been agreed.

In addition to the completing the link to the new University Campus in Inverness the project also includes funding for;

- Expansion of cycle parking facilities at Inverness Rail Station to encourage more rail – cycle or cycle-rail journeys in the Highlands busiest rail station which now handles in excess of 1 million passengers per year.

- Active Travel Maps for towns in Highland where an Active Travel Audit was undertaken.

Research and Strategy Development

Active Travel Regional Centres Audit Refresh

Active Travel Audits have now been completed for the following seventeen key regional settlements within the HITRANS area;

> Keith, Stornoway, Fort William, Kirkwall, Oban, Thurso, Alness/Invergordon, Elgin, Rothesay, Campbeltown, Lochgilphead/Ardrishaig, Inverness, Dingwall, Dunoon, Wick, Aviemore and Forres/Kinloss/Findhorn.

The audits are designed to carry out infrastructure audits of regional centres to provide baseline information, and to develop a programme for longer term investment in response to the audits. The long term development of walking and cycling across the region aims to reduce the use of cars for short journeys and to contribute towards health. The audits are carried out in consultation with Sustrans, HITRANS Active Travel Advisory Group, Access Officers, Transport Departments, Planning Departments, School Travel and Road Safety Officers, Public Transport Officers and local community interest groups. The reports include standardised mapping that is designed to provide a snapshot of what is required as funds become available.

Since they have been commissioned, the Audits have provided an invaluable evidence basis for securing a significant amount of external funding including these examples:

- Kirkwall Smarter Choices Smarter Places project (£1.5m),
- Elgin Urban Freedom project (£1.2m, including £200,000 contribution from SUSTRANS and c£500,000 ERDF),
- Highland Green and Active Travel project (£560k including £50,000 from SUSTRANS and £229,000 ERDF).

Member Local Authorities have also been embedding the Audits within the planning process by adopting them in their respective Local Transport Strategies and Local Development Plans. This will help ensure that both new development caters for walking and cycling and investment is secured for improving the existing cycling network.

Skye Air Services Feasiblity Study

HITRANS, The Highland Council and HIE jointly commissioned consultants ARUP and RDC Aviation to undertake a feasibility study to help establish the case for reintroducing scheduled flights to Ashaig Airport on Skye.

The Study estimated current unconstrained demand for air services from Skye to Glasgow/Edinburgh to be of the order of 21,500 passengers per annum. It also evaluated four options for creating the necessary infrastructure to re-establish air services at Ashaig Airport with the capital investment required, ranging from £2.3M to £15.3M.

The Study developed a range of Benefit Cost Ratio (BCR) scenarios tested for Option A which represented the lowest cost airport option based on the existing runway length. This assumed Air services using Twin Otter 300 series operating a twice-daily (12 return trips per week) service and a single aircraft dedicated to the route. Other options have significantly greater airport costs but did not provide additional passenger or tourism benefits.

The Study recommended a number of next steps that will be required to help establish the case for scheduled air services from Skye including the formation of a joint working group to progress a recommended development strategy for re-introducing scheduled air services to Skye.

HITRANS and its partners, The Highland Council and Highlands and Islands Enterprise subsequently agreed to set up this working group and undertake work to refine the business case with a number of pieces of work. This would include; a review of the PSO operating costs; A CAP 232 survey of the airport at Ashaig and an in depth business survey to better understand the wider socio and economic benefits which a new air service may provide.

The Working Group has also met with Highlands and Islands Airports (HIAL), the Civil Aviation Authority and the Minister for Transport and Veterans Affairs to help take forward these recommendations and produce a robust business case

Regional Air Service Development Opportunities

Lifeline air services in the Highlands and Islands are a crucial part of the transport network. They comprise a combination of commercial routes and those supported by Public Service Obligation linking internal communities and destinations external to the region.

In 2013/14 HITRANS are appointed Northpoint Aviation to undertake a study to:

- Consider means of maximising the use of two new Twin Otter aircraft that Scottish Government has committed to purchase.
- Identify other opportunities for new and/or enhanced air routes using spare aircraft capacity available in the west Highlands & Islands.
- Investigate route developments' likely impacts in terms of fleet, crewing and operating costs.
- Assess the ability of any new or enhanced routes to secure best value to the public purse and support sustainable economic growth in the Highlands & Islands. This was to include a high level demand assessment, recognising that further research would be required if any of the identified route options are pursued.
- Assess how individual route enhancements can best be delivered.

The work was undertaken through:

- Desk-based review of previous studies, and other information.
- Consultations with key economic and social organisations, and consider the perspectives of Transport Scotland, HIAL and a number of airlines.
- Review of engineering and operational requirements for the Twin Otter and other relevant aircraft types.
- Review of potential funding mechanisms.
- Identification of potential new/enhanced routes for detailed consideration.
- Internet survey of potential demand for new/enhanced routes.

The initial review indicated that the two Scottish Government Twin Otters would have very limited spare time available for other uses. This reflects the extent of their commitments to existing Scottish

Government PSO routes. However, the research identified potential to use BN2 Islander aircraft and the Saab to create additional capacity.

The following potential routes were identified for detailed consideration: Oban-Barra; Oban-Campbeltown; Oban-Glasgow. In addition consideration was given to: enhancements to the existing Glasgow-Barra service; and how a Glasgow-Skye service might be operated.

Oban-Barra

The high level demand assessment identified a potential demand of 1,575 and 1,800 passengers per annum. The demand is expected to:

- Be mainly outbound leisure traffic from Barra.
- Include little inbound leisure apart from sightseers.
- Have only a small business component.

The best means of operating this service would be via an Islander aircraft based at Oban.

Oban-Campbeltown

The high level demand assessment identified a potential demand of up to 900 passengers per annum. The demand is expected to:

- Be largely business traffic originating in the Oban area.
- Include some visitors to the area looking to connect between Campbeltown and Oban as part of a wider trip to the Highlands & Islands.

An Oban-Campbeltown route is almost impossible to fulfil with a Twin Otter, under any foreseeable circumstances. It would be difficult and very costly to operate the service in conjunction with existing routes. An Islander operation is feasible. However, it would require an additional aircraft to be introduced into the network.

Oban-Glasgow

The high level demand assessment identified a potential demand of up between 2,700 and 3,150 passengers per annum. The demand is expected to:

- Be oriented towards outbound leisure.
- Dependent on a capturing a proportion of the current traffic flying to/from Glasgow, which has a surface origin or destination in the Oban area.

The best means of operating this service would be via an Islander aircraft based at Oban.

Barra-Glasgow

The survey results imply that the greatest demand for additional capacity is on the days in June, July and August when at least double rotations already operate. They also show a preference for additional flights in the winter rather in the summer months outside June-August.

Those who expressed a preference for more seat capacity during October-March most commonly referred to Fridays and Mondays. The results indicate that additional flights would be made on the service if its frequency was increased.

There are two operational options:

1a) Offer additional flights on days when there currently only is one service scheduled; and/or

b) Lengthen the period of the year when double rotations operate.

2 Where demand warrants it, provide three rotations on days when two Twin Otters are available.

Glasgow-Skye ✈

A Glasgow-Skye timetable could be combined with one for Glasgow-Barra. However, this would require the use of two Twin Otters. The outline schedule assumes that nightime operations are possible at Skye; and that the Glasgow PSO services to Campbeltown and Tiree are covered by a Saab or similar aircraft.

A variant of the above would be to operate a Glasgow-Skye service via Oban combined with a Glasgow-Barra service. However, this raises a number of scheduling issues. In particular a: first arrival in Glasgow around 1100; long day trip for passengers travelling from Glasgow to Oban or Skye; 90 minute flight time between Skye and Glasgow. When only one Twin Otter is available (with the other in maintenance), and the aircraft has a technical problem, or the aircraft is delayed because of weather and there is slippage in the timetable, the services are at risk.

A BN2 Islander could provide a Glasgow-Skye service. This assumes, however, that the aircraft would meet passenger comfort expectations.

However, the operators we consulted raised significant concerns about basing, or overnighting, the Twin Otter on Skye (or at Oban). This was on the grounds of: crew resistance; increased crew costs; and engineering support requirements. It might be easier to persuade an operator to base an Islander in Skye.

General Conclusions

1. There is a role for the BN2 Islander in testing new route options.
2. The Saab 340B or an equivalent aircraft could be used to undertake the Tiree and Campbeltown PSOs should there be other short take-off and landing activities (notably Glasgow-Skye) for the Twin Otter fleet to undertake.
3. Innovations will not occur unless funds are identified and provided by interested parties.
4. A means is required to better understand NHS's requirements in research into air route development and in any subsequent changes to the air network.
5. The various PSO sponsoring authorities across Scotland could examine generic and potentially collaborative marketing approaches for their routes.
6. Argyll and Bute Council/Oban Airport could work to encourage the Inner Hebrides PSO operator to move another aircraft to Oban for charter use.
7. Neither the amphibian nor seaplane Twin Otter options are suitable for combining a Glasgow-Skye seaplane service with the current Glasgow-Barra service.

Recommendations

A Share the study findings with Loganair to allow them to review and consider whether the evidence supports additional Glasgow-Barra flights.

B Attract an Oban-based BN2 Islander to facilitate more charter activity.

C Providing fuel at Barra could allow two extra Twin Otter seats on inbound flights from Glasgow. However, feasibility would depend on regulatory, environmental and practical issues.

D1 Explore Oban-Barra using de minimis funding, and the current BN2 Islander, on a 16 week summer trial (for one or two years). Need pre-agreement about how any subsequent operation would be funded. Could be stand alone or combined with an Oban-Glasgow trial (D2).

D2 Explore Oban-Glasgow using de minimis funding, and the current BN2 Islander, on a 16 week summer trial (for one or two years). Need pre-agreement about how any subsequent operation would be funded.

E Do not consider Oban-Campbeltown further.

F1 Give further consideration to a Glasgow-Skye service using a Twin Otter. This could be pursued if Scottish Government agrees that other aircraft would undertake the Glasgow-Tiree and Glasgow-Campbeltown services, to free up Twin Otter capacity. However, there is a need to recognise that there will be service integrity challenges when both Skye and Barra are served with a fleet of only two Twin Otters, and the costs for providing such a service, our investigations suggest, will be greater than previously estimated.

F2 Give further consideration to a Glasgow-Skye or Skye-Glasgow service with a BN2 Islander. If the aircraft was based at Skye then a hangar would be required.

F3 Consider other alternative approaches to the amphibian and seaplane Twin Otter options for Skye that were reviewed in this study.

On completion of the work, HITRANS officers began engaging with partners and operators to see how a number of the recommendations of the report could be progressed. This included new or additional services at Barra and Oban with the intention of supporting a pilot service/s in 2014/15.

North of Scotland Air Access to London

HITRANS and Nestrans (the regional transport partnership for North East Scotland) have been working closely to develop a collective approach to ensuring that the aviation needs of the North of Scotland are fully understood by the Department for Transport as they take forward their Aviation Policy Framework and feeding into the Independent Airports Commission which is to be Chaired by Sir Howard Davies.

A key area of concern for both partnerships is the need to keep our regions connected to global markets. To this end our links to the key London hubs of Heathrow and Gatwick are essential. In a changing market sector, our status quo must as a minimum be preserved, and evidence based representations must continue to be made in a coherent fashion for the Highlands to regain access to London Heathrow.

HITRANS has retained the services of Northpoint Aviation to support our input to the Aviation Policy Framework consultation and to respond to the Airports Commission calls for evidence.

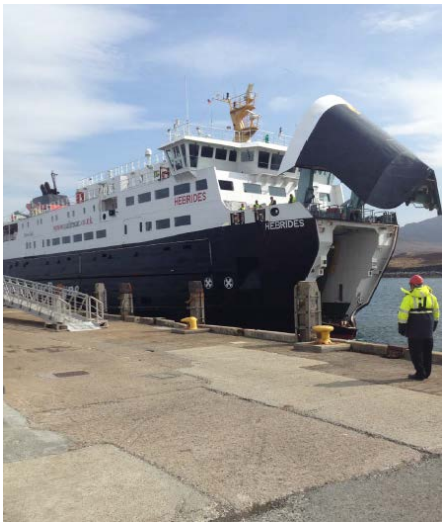
The purpose of our work is to deliver evidence based analysis to support a public relations exercise being pursued by HITRANS and Nestrans in support of making the case for stronger legislation to protect access to Gatwick and Heathrow for UK peripheral regions which have no effective alternative means of land based transport to access these hubs and through them to world markets. The Note seeks to support the case for preserving existing air links to the north of Scotland and investigating opportunities to improve our worldwide connectivity.

The key issues that we are presenting are:

- The evidence presents a clear and coherent overview of the air access provided to the north of Scotland.
- The evidence shall support the case for the north of Scotland on internal aviation issues that are reserved to UK Government.
- Need to maintain existing connections from Aberdeen to London Heathrow.
- Need to maintain existing slots at London Gatwick for flights to and from Inverness.

The various submissions made by HITRANS to the Aviation Policy Framework Consultation and Independent Airports Commission are available to download from the HITRANS website at: http://www.hitrans.org.uk/Corporate/Consultation_Responses

Ferry Capacity Study



In 2011 and 2012 the Outer Hebrides Tourism Industry Association (OHTIA) carried out research on the availability to book car spaces on the CalMac website on selected routes to and from the Western Isles.

In 2013, a similar research project was carried out, and included routes to Coll / Tiree and Islay. The research in 2013 was financially supported by HITRANS, CnES and Argyll and Bute Council.

A copy of the 2013 report is included for information with the Board papers and is also available on the HITRANS website at the following link: http://www.hitrans.org.uk/Documents/Ferry_Online_Booking_Availability_Review_-_Summer_2013.pdf

Report Findings and Next Steps

As outlined in the report, the research shows consistently high numbers of sailings in the peak season that are unavailable to book online often from several days or even weeks in advance. There is widespread concern that this may be discouraging potential journeys to the islands.

The data for this report was collected by the daily routine of querying the CalMac online booking system between June and October for each route as listed below. This involved checking through all remaining sailings from the day of assessment through to the end of October.

Route / direction

Ullapool - Stornoway
Stornoway - Ullapool
Uig - Tarbert
Tarbert - Uig
Uig - Lochmaddy
Oban - Lochboisdale
Oban - Castlebay
Oban - Coll / Tiree
Kennacraig - Port Ellen / Port Askaig

Sailings that appeared 'NA' (not available) on the system were noted on a master spreadsheet. Therefore the data included not only if a sailing was unavailable but also the date from which it became unavailable.

If a sailing appeared as 'NA' and customers hovered over the 'NA' the following message popped up:

> "Sorry, this sailing is not available for booking currently on the Internet. Please contact Caledonian MacBrayne on 0800 066 5000 for more information on availability".

The data recorded, highlights a number of specific issues in relation to each route. For example, as many as 57 of the 69 sailings between Stornoway and Ullapool in July became unavailable to book online in advance of the day of sailing. The study also highlights the sailings and days when demand for services is highest. On the majority of routes peak demand was focused around the weekend period.

Since the publication of the report, HITRANS and its partners have positively engaged with CalMac, Transport Scotland and other stakeholders to address the various issues which the report identifies. This has included presentations of the findings by the OHTIA to the Comhairle in December and a Ferry User Group in Stornoway on 12th March.

In responding to the study findings, CalMac have highlighted that its findings did not show the true position of capacity at the time of departure. For example, on the Stornoway to Ullapool service identified above, CalMac's own data recorded only 16 of the 69 sailings in July at over 85% of capacity which they use to measure as 'full' albeit that they are still often able to allow additional vehicles on the vessel.

However, CalMac acknowledge that the while operational issues often dictate how much space of any sailing can be made available to book online, they are currently making a substantial investment in their booking systems. This would address the discrepancy between the online information available to the public and the actual availability on each sailing.

At the recent Ferry User Group, CalMac representatives made a commitment to work with key stakeholders including HITRANS, the local authorities and OHTIA in developing their new booking systems which is to be welcomed.

The study and subsequent dialogue also highlighted the need to extend this review to consider where there may be opportunities to improve timetables and encourage demand away from peak periods. This would free up availability for those journeys which are more time constrained.

The work undertaken by the OHTIA on behalf of HITRANS, CnES and A&BC in 2013 and in previous years has helped highlight serious concerns over the lack of online booking availability for vehicles on several routes operated by CalMac. It is proposed that work of a similar scope is undertaken this summer and HITRANS officers have engaged with the OHTIA in order to develop a suitable proposal.

In addition to the study, HITRANS will continue to work with all stakeholders over the coming months in order to address the wider issues which the work to date has highlighted.

UPSTICKS – Timber Transport Survey

HITRANS commissioned Arvika to carry out a study to determine the origin and destination of raw timber in the Highland area and thus provide a clear view of the use of the public road network and the deployment of the timber transport fleet.

The aim of this study was to gain an understanding of the number of timber trucks operating in the Highland Timber Transport Group (HTTG) area and their usage of the public road network. To achieve this all trucks moving timber on routes from the forest to the processor on three specific dates in March 2013 were recorded. This study complements an earlier HITRANS Timber Transport Scoping Study carried out by Aecom in 2011. The geographical area covered by this study, and the area covered by the HTTG, matches the boundaries of the Highland Council.

Loaded timber truck movements on all classes of the public road network were measured, however the results provided in the study focus on A and B class roads. Truck movements on C and minor class roads are specific to identifiable harvesting operations and are not fully representative of year round

traffic flows. The study is a snap shot in time and may not represent the complete picture with regard to truck movements and number of loads however it does show how timber haulage impacts on the public road network in the HTTG area and contributes to the overall efficiency of the haulage fleet. The study results were presented by those routes managed by Transport Scotland and those that are managed by Highland Council due to the different funding and management regimes on these roads.

On one of the study days, Norbord was closed for planned maintenance. This enabled the study to investigate the impact on truck movements and whether the other processors were able to take advantage of the spare truck capacity. The data for three of the study days was used to analyse truck movements into and out of the processors and two days data used for recording the routes used when all processors were operating.

The information requested for the study is data that is collated and used by the processors on a day to day basis and during their normal course of business. The data supplied included truck arrival and departure time to and from the processor, truck registration details, originating location, destination and product. This information enabled the number of timber truck movements on any section of the public road network within the HTTG area to be measured and the most frequently used routes identified. In addition this snapshot in time can provide a monetary value of the timber hauled within the Highland area.

The key results from the study show that:

- 154 individual trucks were involved in the delivery of round timber to the major processors in Highland area.
- The spare truck capacity available on the 28th March due to a planned closure of Norbord appears not to have been utilised.
- The Inverness to Norbord section of the A96 experienced the highest number of loaded truck movements on Trunk Roads in the area, with an average of 96 trucks on two of the study days.
- The Bonar Bridge to Glenskiach section of the A836/B9176 (more commonly referred to as the Struie road) experienced the highest number of loaded timber trucks on the Highland Council road network with 24 and 37 trucks on the selected days.
- The daily total timber volume hauled was approximately 7,500 tonnes with a value at the Processor gate of £225,000. This suggests an estimated annual throughput of over 1.5 million tonnes with a gate value of some £50M.

Based on the results of this study it is predicted that in 2020:

- The Inverness to Norbord section of the A96 route may experience approximately 180 loaded truck movements per day.
- The Struie road may experience approximately 48 to 80 loaded timber trucks each day.

The results of this study can be used to inform and develop management regimes and funding strategies within both Transport Scotland and Highland Council for the public road network.

Rural Transport Solutions

In the current difficult economic climate there is an increasing need for Local Authorities to develop innovative and sustainable rural transport schemes and services that both reduce the cost of providing these services but continue to tackle issues such as social exclusion and enhance the vitality and sustainability of sparsely populated areas.

HITRANS and its member Local Authorities are therefore looking to develop a pilot study or studies to help provide solutions to the issues identified below and are applicable in similar forms across the HITRANS area.

- Problems arising from where the provision of a skeletal rigid local bus service that follows fixed routes and often provides the only form of public transport for many large rural areas in the Highlands and Islands is increasingly failing to meet the needs of the local residents which it serves.

- Issues relating to a lack of available capacity on interurban or long distance coach services for those passengers wanting to make short local journeys en-route.

Within the HITRANS area there are a number of existing schemes involving the provision of Demand Responsive Transport in both rural and semi-urban areas. This includes a variety of 'Dial a Bus' and subsidised taxi services that have been used to varying degrees of success.

In 2013/14, HITRANS agreed to support one such pilot in the Glenelg area in partnership with The Highland Council. The pilot is being developed with assistance from the local community by an MBA student at Robert Gordon University and seeks to find a cost effective means of providing a subsidised taxi service to meet/connect with the Scottish Citylink service from Glasgow where the Glenelg road meets the A87 Trunk Road at Sheil Bridge.

Intelligent Transport Systems

Real Time Bus Information Systems

HITRANS continues to lead the way in Scotland in providing real time information to bus passengers despite challenges in the form of the area's geography and the telecommunications available in much of the area.

The successful Bus Investment Fund application for the East Inverness Bus Improvement Corridor provided an opportunity to not only improve and expand the coverage of real-time bus information on-street and online for services in the project area, but also make improvements that will be of benefit to the whole HITRANS area.

One such innovation is the incorporation of Near Field Codes (NFC's) and QR codes onto bus stop timetable notices which will enable any passenger with a smartphone to obtain real-time or scheduled information for that unique bus stop.

The real time information system in Argyll and Bute was significantly developed in 2013/14 when the main bus operator in the area (West Coast Motors) moved part of their fleet to a new ticket machine provider. This allowed the on bus element of the system to be tracked from the ticket machine with a feed of the vehicle location sent to the HITRANS real time system. A total of 100 buses and coaches operating a mix of local and long distance services make up the Argyll and Bute part of the real time system.

The Highland real time information system has continued to develop in 2013/14. The system has been extended with the introduction of new displays throughout the area. A total of 95 buses that operate local bus services in Highland are equipped with real time information tracking equipment.

2013/14 saw the launch of the Traveline Scotland Talking Traveline App service that allows partially sighted public transport passengers to access this useful service through a new suite of free to download apps. This development was delivered with support from all seven Regional Transport Partnerships.

Combined project management and maintenance arrangements for the Argyll, Highland and Orkney real time information systems have helped streamline delivery and avoid duplication of effort across the delivery of intelligent transport system solutions to passengers across the Highlands and Islands.

Regional Bus Timetable and Information Database

The five HITRANS local authorities undertook a collective procurement process for a new public transport information database that would allow them to generate high quality timetable information for use in transport travel guides and roadside bus stop publicity. This collective approach was felt to offer the best value procurement process.

The Database has been proven to reduce costs, increase productivity and improve services by addressing a variety of transport needs including:

- Tendered and commercial bus services
- Demand responsive services

- Mainstream and Special Education
- Social Care transport
- Dial-a-ride / Dial-a-bus / Flexible routes
- Integrated multi-modal or regional transport services

Severe Weather Information For Transport (SWIFT)

Following a number of severe winters in recent years HITRANS have worked with its member Local Authorities to develop severe weather information systems on the strategic local road network. This compliments the Traffic Scotland information line and web portal provided which provides a vital service to passengers trying to plan journeys and make travel plans in the face of this disruption.

The Traffic Scotland service provides the travelling public with real-time traffic information on the Scottish Motorway and Trunk Road network. It provides up-to-date information to the travelling public about current and planned road works, accidents, journey times, Live Eye Camera views, congestion, weather events, park and ride facilities, a carbon calculator etc. The website supports drivers in making informed choices as to the timing, routing and travel mode for current or future journeys. It also signposts drivers to public transport options particularly when there is heavy demand on the network or adverse weather conditions. The website is supported by a telephone helpline operated by Traveline Scotland on a 24 hour per day 365 day of the year basis.

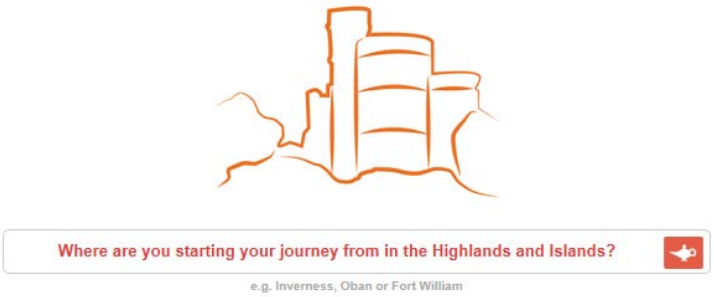
HITRANS allocated budget in 2013/14 to work with our member Councils to expand Severe Weather Warning Information Systems in the Highlands and Islands. This included funding for an additional webcam site in Lewis to compliment the successful one on the Clisham and funding to The Highland Council to develop its www.trafficscotland.info website.

Journey Genie (J-G)

A new travel aid for the Scottish Highlands and Islands has magically appeared online. Journey Genie fulfils the wishes of travellers and councils alike by offering a knowledgeable, green and economically savvy travel site**.** Through a simple and easy interface the Journey Genie uses maps and links to give detailed information on attractions, routes, accommodation, public transport and journey ideas. It is the result of collaboration between HITRANS, Travel Line Scotland, Visit Scotland and the Northern Periphery Programme. The project, funded through the EU Northern Periphery Programme's Transtourism project, aims to make travelling the Highlands and Islands easier for tourists, greener for the environment and more beneficial for local businesses.

The J-G's 'command' is to make travelling across the Highlands and Islands easier. The information portal has been designed as a result of the increasing number of tourists visiting the region. Figures released by Visit Scotland in 2010 indicated that 1.68 million people from the UK visited the Highlands and Islands plus 1.1million overseas tourists, highlighting that visitors to the region are increasing. Journey Genie has granted the wish of these millions of visitors by making tourism easier, greener and more sustainable.

The Highland and Islands are outstanding areas of natural beauty with fantastic travel links. The J-G allows each user to create their own bespoke itinerary, using Google maps and other interfaces to give as much relevant, up-to-date information as possible. This enables visitors to plan their visit using a fun and easy process.



The Highlands and Islands is a well-connected place and the J-G shows this by linking up attractions like whisky distilleries, castles and mountains, to public transport connections and accommodation. The J-G illustrates how to use the Highlands and Islands' comprehensive travel network, letting visitors experience some the world's most breathtaking scenery. The West Highland Line was voted the Top Rail Journey in the world 2009, by readers of Wanderlust Magazine, the bible for independent minded travellers. The awe inspiring journey crosses the iconic 21-arch viaduct at Glenfinnan and then rolls along the coast with views of Eigg, Muck and Rum. HITRANS hosted a successful final Transtourism conference in September 2013 which was attended by over 50 participants. It was held in Mallaig, with presentations and study visits to Eigg and Rannoch Moor.

The 'green' aspect of the J-G is something that has attracted many plaudits and one that has been spearheaded by the HITRANS Partnership. HITRANS covers the Western Isles, Orkney, Highlands, Moray and most of the Argyle and Bute area. We've been working with Councils, the Scottish Government, Transport Scotland, HIE, and transport operators to improve transport services and infrastructure across the Highlands and Islands areas and the J-G is the culmination of this work. We are confident that by increasing the efficiency and usability of our transport system, we can make travelling easier for tourists and drastically decrease carbon emissions.

Scotland is setting the pace in the UK with regard to sustainable tourism development, attracting prestigious brands and providing an environment where new and existing businesses and concepts will flourish. J-G exemplifies how well-connected the Highlands and Islands are; we have a fantastic transport infrastructure and are looking to develop that further to keep up with demand.

The Journey Genie site is live at www.journeygenie.co.uk . The site finished both full and mobile versions, but further changes and new itineraries can be made. The final finance claim has been submitted to Europe. The intellectual property rests with HITRANS, and the site including the code is held for us by Steer Davies Gleave, consultant, with whom we have an agreement for annual maintenance including hosting.

All bidders for the ScotRail franchise were shown the Genie with 3 bidders expressing interest in incorporating J-G into their bids.

It is planned to keep momentum going by:

- advertising online,
- developing promotional materials,
- working with VisitScotland to incorporate J-G into their offering,
- sourcing dynamic data,
- distributing widget and guidelines for use to operators and DMOs,
- assisting our local authority partners with their information provision, and
- moving towards a national roll out.

Air Route Development

Inverness – Amsterdam

A long standing ambition of HITRANS and a number of our partners in the region to secure access to a hub airport to improve the connectivity of the Highlands and Islands to our global markets and to make it easier for people to travel to our region was realised in 2011/12 with the launch by FlyBe of their Inverness to Amsterdam route.

The Amsterdam service was made possible by the determination of HIAL, HIE, Highland Council, Visit Scotland and HITRANS to work with the airline to develop a funding package to support the introduction of the new route and allow it to bed-in before it continues as a fully commercial operation. The partners continued to support the second year of service operation and HITRANS were pleased to play our part in securing the route. This second year of operation saw continued growth in demand for the service particularly after the introduction of a codeshare agreement with Air France / KLM (the main carrier into Amsterdam Schiphol Airport) in 2012 which opened up through booking opportunities to their large network of onward travel connections.

2013/14 has seen continued growth on the route and the need for the region to have direct access to a global hub airport has been amply demonstrated by the extremely high proportion of passengers who use the service to connect for onward travel from Amsterdam. This proportion stands at a remarkable 41% of those using the route.

Glasgow – Barra

One of the main recommendations in the Regional Air Service Development Study - undertaken by Northpoint Aviation in 2012/13 and 2013/14 - was for key stakeholders to share the study findings (including results of an online survey to capture potential new demand on various existing and new routes) with Loganair to allow them to consider whether the evidence supported additional flights between Barra and Glasgow.

Loganair currently commercially operate additional double rotations on this route five days per week over the peak season, in addition to the single rotation they are obliged to provide for the Public Service Obligation (PSO). Following discussions with Loganair - HITRANS, Comhairle nan Eilean Siar and HIE agreed to support the provision of additional rotations on Tuesday and Wednesdays from the end of May until the beginning of September for a period of 15 weeks giving an additional 30 rotations at a cost of £24,000. We look forward to seeing these services delivered and getting a better understanding of the levels of unmet demand on the route.

Independent Airports Commission

On 7th September 2012 the UK Government announced its intention to create an independent commission chaired by Sir Howard Davies, to identify and recommend to government, options for maintaining the UK's status as a global aviation hub. The commission's role is to identify and evaluate how any need for additional capacity should be met in the short, medium and long term whilst maintaining a UK-wide perspective.

The Commission published its Interim Report in December 2013 where a series of short term measures mainly focussed on surface access were made, along with a shortlisting of three options for new runway capacity in the South East of England. The three shortlisted options are:

- Heathrow - A new runway north of the current runways and offset to the west compared with the 2003 scheme.
- Heathrow - Extending the alignment of the northern runway west to create a 6,000m of runway;
- Gatwick - A second wide-spaced runway at Gatwick capable of independent mixed mode operation.

The Commission agreed to undertake further study of the proposal, championed by the Mayor of London, for a new Hub Airport in the Thames Estuary. The Commission has now decided not to include this option as a fourth short listed option.

The Commission will make its final report in the summer of 2015.

HITRANS have had a long standing concern about the erosion of Inverness's key air links to London. These concerns are shared with our neighbouring RTP for the North East of Scotland (Nestrans) for their region. This shared agenda saw the two RTPs coordinate efforts in responding to the Department for Transport's Aviation Policy Framework consultation and has seen shared activity in responding to the Airports Commission calls for evidence.

The focus of our efforts has been on retaining high quality air links to London in the medium to long term, ensuring both regions' interests are considered in the event of any new airport capacity being realised in the south east, and in the case of interim measures before such capacity is finally delivered.

HITRANS and Nestrans commissioned MVA and Northpoint Aviation Services to prepare an 'evidence based' case for the retention, and in HITRANS case expansion, of services to London Heathrow and Gatwick. The resultant 'Evidence Note' has been refreshed with the latest 2013 CAA passenger data.

Rail Development

Oban 6.2 Rail Service Enhancements

Announcing in December 2012 the continuation of the current ScotRail franchise by five months to March 2015, Transport Minister, Keith Brown said that there would be additional Oban services introduced. At the Community Rail Conference on 19th February 2013 he confirmed that the frequency of Oban trains would be doubled. Services will be enhanced from May 2014 through an agreement with First ScotRail on the Franchise Continuation, with pupils transferring to rail at the start of the 2014-15 session.

The Oban frequency improvement has focussed minds on infrastructure. HITRANS provided £15,000 in 2013-14 to ensure the successful start up of new services, including improved station facilities designed to attract new customers, and interaction with the new Sleeper franchise. Improvements have been identified to lighting, waiting shelters and cycle parking.

HITRANS and Transport Scotland identified the transfer of school pupils by rail as a potential catalyst to pilot smart and integrated ticketing products on the line to Oban as part of the Smart and Integrated Ticketing Project Plan. Discussions have taken place with Transport Scotland with a view to developing a project initiation plan that could see rail included in a smart ticketing hub project focussed on Oban that would also include bus and ferry products.

Refranchising

HITRANS staff had substantial engagement with the three bidders for the sleeper and the five ScotRail bidders. We expressed our vision for our routes to each bidder for the daytime franchise:

Highland Main Line:

- Rolling stock higher quality (Turboboost minimum)
- On board catering all services
- Bike spaces x 4
- Wifi
- 09.15 arrival in Central Belt; 09.30 arrival Inverness
- Hourly, faster
- Mix of express/stoppers
- Integration with East Coast

Inverness-Aberdeen

- Rolling stock higher quality (Turboboost minimum)
- On board catering all services
- Bike spaces x 4
- Wifi
- 08.40 arr Aberdeen
- Additional locals Elgin-Inverness inc Dalcross
- Hourly, faster
- Improved Sundays
- Integration with East Coast

Rural routes

- Rolling stock higher quality (Turboboost minimum)
- On board catering all services
- Bike spaces x 4
- Wifi
- Hourly, faster
- Improved Sundays
- Integration with Inter City operators

All routes

- Work with RTP on Partnership projects
- Devolve SQUIRE- spend fines locally
- Work with Sleeper franchise on ticketing etc
- Intelligent rail replacement buses
- Support JourneyGenie

Sleeperness

With the Caledonian Sleeper franchise going out to tender, HITRANS commissioned consultants to estimate the economic impacts of the maintenance of the sleeper services rolling stock as it was, should the new franchisee choose to change the current maintenance arrangements, whereby all vehicles in the fleet are cycled through Inverness every eight days.

The impacts comprise three elements:

- Direct-impacts related to the direct employment of staff to undertake the work.
- Indirect-arising from the purchases of goods and services required to undertake the maintenance work.
- Induced-arising from the spend of the wages of those directly and indirectly employed in the wider economy, in shops, restaurants, etc.

Out of a total staff complement of 103 at the Inverness depot, there are 80 full-time ScotRail staff involved in maintenance of rolling stock. We understand that the other 23 staff includes cleaners and bed-makers. The 80 staff are in a range of occupations. They include management, production team leaders, fitters, shunters, stores and administration.

Some staff are interchangeable. They work on maintenance for other rolling stock as well as on the sleepers. The best estimate is that around half (47%) of the 80 posts have significant involvement in the sleeper work. Thus, their posts are significantly but not wholly reliant on the sleeper maintenance work that is undertaken at Inverness.

Purchases of goods and services within Scotland required appear slight.

The average cost to ScotRail of engineering staff (i.e. before deduction of income tax and employee national insurance) is estimated to be around £38,500 per annum. We also understand that this figure includes shift allowances and social costs. This results in an estimated gross wage of c. £32,000 p.a.

Almost all the staff live quite locally within the Inner Moray Firth area e.g. Inverness, Nairn, Black Isle. A small number live in Moray, including some who formerly worked at the two RAF bases. Staff are spread across the working age spectrum. They include a number of apprentices who are multi-skilled.

In addition to the above, there are two DB Schenker posts at Fort William that are also involved in aspects of sleeper maintenance.

Lower and upper employment estimates have been calculated: the upper estimates range between around 47 FTE in Inner Moray Firth, around 49 FTE for the Highlands & Islands and 54 FTE in Scotland; the lower estimates are simply 75% of the upper estimates. Thus, total impacts in this scenario range from around 35 FTE in Inner Moray Firth, to 37 FTE in the Highlands & Islands and slightly over 40 FTE at the national level.

In the upper estimates, total income (including direct, indirect and induced impacts) ranges from £1.39M in the Inner Moray Firth to around £1.45M at the regional level and over £1.54M for Scotland. The lower estimates are simply 75% of the upper ones.

The analysis shows that the sleeper maintenance work supports largely full-time all year round employment that is well paid. The Inverness depot is a major employment site in Highlands & Islands terms, where few workplaces have more than 10 employees.

However the analysis also highlighted that the sleeper maintenance does not represent the critical mass of the depot workload. Loss of the sleeper work is very unlikely to threaten the need for the maintenance depot itself. Indeed with Scottish Government committed to extending the electrified rail network in the central belt, migration of more DMU maintenance to Inverness is a major opportunity which could not be accommodated without major capital investment in facilities if the sleeper maintenance was also accommodated.

There may also be opportunities for elements of the proposed c.£50M sleeper vehicle refurbishment in the new franchise to be carried out in the area.

Dalcross Station

HITRANS has continued to work on Dalcross Station reopening. Network Rail's Strategic Business Plan 2012 outlined the following intention for Control Period 5 2014-2019:

> *"Aberdeen to Inverness Rail Line Improvements Phase 1, delivering the network capability to enable the operation of enhanced commuting services from Aberdeen to Inverurie and from Elgin to Inverness. In addition, working with station promoters to deliver new stations at Kintore (Nestrans) and Dalcross (HITRANS)."*

This was confirmed in the Office of Rail Regulation's final determination of the Periodic Review in autumn 2013. Full hourly, sub 2 hour journey times are not due to be completed until 2030 under Scottish Government's Infrastructure Investment Plan.

It is proposed to develop the station in phases, with Phase 1 being the construction of a single platform station on the north side of the line with associated car parking. This will be on a similar basis to the original planning permission that was approved in 2007/08.

Stops at Dalcross will add 3 minutes in the timetable. To avoid significant dis-benefits to other passengers this extra time will ideally be clawed back through infrastructure upgrades to ensure no net change. The stopping pattern may be limited until further infrastructure works are carried out on the route.

Network Rail have confirmed in its CP5 Enhancements Delivery Plan (Dec13) that Dalcross (Petty) Level Crossing has to be closed to permit operation of the new station. This needs to be delivered while the level crossing still has operational life, before significant abortive expenditure on renewals is carried out. The document states one of its key assumptions: agreement will be reached with relevant stakeholders for the closure of Dalcross Level Crossing prior to the construction of the new Dalcross station.

Dalcross is an Automatic Half Barrier Crossing (AHB). The crossing is actuated by the train striking a treadle in the track, with sufficient time at a regulated speed being allowed for the barriers to come down and lights to come on before the train passes. The system relies on trains all travelling at the same speed. The crossing has been life extended already, and requires replacement in 18 months at a cost of £2M-£5M. The crossing is incompatible with the cost effective operation of the new proposed Dalcross station, because trains will be stopping after striking the treadle and thus greatly extending the crossing closed time, which leads to misuse and thus safety risks.

Phase 2 will see a need for a long passing loop to increasing capacity on the Nairn-Inverness section, enabling a half hourly train service, at which time the second platform and associated footbridge will need to be provided.

Highland Council PDU is working on the refresh of planning application for the station plus car parking. On Network Rail advice the original intention to seek planning permission for both platforms has been changed to the single platform. The second platform will be listed as an aspiration for 2019-2024 as it will require the approval of funding through Scottish Ministers' HLOS for Phase 2 improvements to the Aberdeen – Inverness route in Control Period 6 including the double track section at Dalcross. The car park is likely to be within the control of Inverness Airport Business Park, and will begin with a modest number of formal spaces, with an option to develop as demand increases. The station reopening will be conditional on the closure of the level crossing.

Douglas Binns Ltd was appointed to refresh the Scott Wilson engineering design work for the station carried out in 2006-2009, ensuring compliance with 2014 standards and to take account of the level crossing closure.

Systra (formerly MVA) were appointed through the Highland Council Framework Agreement to analyse the business case with a brief to studying the land use planning and development policies and trends for the area in order to produce a business case for the station, based on both Phase 1 and Phase 2 below. The consultant was asked to develop a limited frequency non-disruptive timetable for Phase 1, and a broader Phase 2 timetable once infrastructure enhancements have taken place to negate the journey time extension for the station call, and to increase capacity to the Aberdeen-Inverness hourly and Elgin-Inverness locals (half hourly peak and infill off-peak). Forres realignment, removing the curve and putting the two platform station on the through line, could be carried out in CP5 which will reduce end to end journey time by 3 minutes at least, and more for trains crossing at Forres.

The station will potentially serve several markets:

- Travel to employment at Inverness Airport Business Park (IABP) inc airport
- Travel to work/education/leisure by the new residents of Tornagrain
- Business travel between IABP and Aberdeen / Dyce
- Park and Ride off the A96 into Inverness and potentially Aberdeen
- Interchange for pax using Inverness Airport

Given the proposed station will not be serving an existing local population, and initially is likely to have a limited service frequency, use of traditional demand modelling methodologies to estimate demand and related economic benefits will be problematic. The focus is on the potential development scenarios for Inverness Airport, IABP and Tornagrain, and the role of the station not just in terms of facilitating travel, but also encouraging businesses to locate and expand at IABP. It is expected that the overall business case will not therefore be determined principally by predicted passenger numbers (at least for Phase 1), but the wider role of station in promoting economic development and job creation at IABP, and Dalcross / Tornagrain more generally.

Moray Estates/Inverness Airport Business Park are providing information on the Business Park and Tornagrain, HIAL is advising on information on airport activity, while HIE is assisting with inward investment plans and economic strategy.

- Transport Scotland is funding the Inverness Aberdeen upgrade value £191m 2014-19 for which Network Rail have prepared a GRIP 3 report.
- Transport Scotland is developing route options for A96 Dualling.
- All bidders for the ScotRail franchise (Abellio, Arriva, First MTR, National Express) are aware of the project.

Possible Timescale :

2014	Planning permission granted
2015	Fund raising
2016	New services Elgin-Inverness through the new franchise, construction and opening of single platform with some services stopping, level crossing closed
2017	Forres realignment, saving ≥3 mins, resulting in journey time neutrality with Dalcross calls
2019-2024	Control Period 6, double tracking, Dalcross Platform 2

East Coast

In October 2013 the DfT published the InterCity East Coast prospectus, produced to give information to potential bidders the InterCity East Coast franchise competition to:

- **give detail** and information about the InterCity East Coast franchise opportunity to allow prospective bidders to decide whether they wish to seek prequalification, either as a single entity or as part of a consortium
- **communicate** what is important to DfT in relation to the franchise which will enable interested parties to begin preparations to bid
- **indicate** some of the key areas, risks and responsibilities which bidders will need to consider when preparing their bid

Bidders submitted a PQQ in January 2014. The ITT was issued in February 2014, and submitted in May 2014. The franchise is set to begin in March 2015 and run for 8-9 years. During the course of the franchise the High Speed Train fleet will be replaced by nine car Super Express Train bi-mode sets. Currently the HITRANS area is served by one train each way per day - the Highland Chieftain.

HITRANS participated in the East Coast Main Line consortium ECMA. It is a group that seeks to gather evidence to put to the franchise bidders and to Central Government in order to attract additional investment beyond the £247m committed in Network Rail's Control Period 5 2014-19. It has twice yearly meetings of local authority members and senior executives, and a second tier of an economic working group, and a rail technical group attended by HITRANS. Conditional Outputs representing the views of RTPs were drawn up and made available to bidders.

***ECMA** are a group of Councils and Scottish Regional Transport Partnerships who are working together to be advocates for continued investment in the East Coast Main Line (**ECML**), because of its strategic importance to national and regional economies.*
We believe that the ECML is a key piece of infrastructure connecting their regional economies with each other, to the national economy and to Europe. However, its ability to do this fully is currently constrained and we will make the economic case for influencing investment to enable the delivery of solutions by the rail industry. *It is currently estimated that up to 49% of the United Kingdom's Gross Value Added measure of economic output is served by the ECML (figure includes London).* *The Consortium was established in 2012 and has been making substantive progress in making the connection with Government and the rail industry.*

We are seeking to:	
1.	*set out the economic benefits of investing in the line.*
2.	*raise awareness about the continued need to invest.*
3.	*ensure that decision makers have all the relevant evidence before they make choices.*
4.	*create a strong partnership with the rail industry.*
The Consortium does not intend to replace existing partnerships, but add value to them.	

How we are advocating for continued investment in the East Coast Mainline. We are:	
1.	*preparing a strategic business case for the whole line that will clearly set out the economic benefits of investing the route and what is constraining the realisation of those benefits.*
2.	*working with Network Rail, passenger & freight train operators and others to make sure that investment proposals are based on all the available evidence, not just their impact on train operation.*
3.	*in regular contact with the Department for Transport about their plans for the ECML including the franchising of passenger train services that run on it.*
4.	*joining up existing work along the ECML, so that the case for local improvements can be strengthened by understanding the benefit to the economies along the line as a whole.*

We are adding value by:	
1.	*providing a single voice to Government and the rail industry concerning strategic investments in the ECML.*
2.	*bringing together all the evidence about the economic benefits of investing in the ECML.*
3.	*ensuring that decision makers in Government and the rail industry have this evidence to hand before they make choices that impact on the ability of the ECML to facilitate the economic growth ambitions of national and regional economies.*

Bus Service Development

East Inverness Bus Improvement Corridor Project

The Scottish Government Bus Investment Fund aims to enable the development of projects which have the potential to deliver improvements in bus services and infrastructure through partnership working between local transport authorities, bus operators and others. The fund is expected to run for at least another two years, providing up to £3m/year. Projects are required to be sustainable in the long term and self-funded (or funded by partners) from the end of the project period.

HITRANS secured a contribution from BIF of £700,000 towards our £2.7M East Inverness Bus Improvement Fund project. The project seeks to develop a Quality Partnership between HITRANS, The Highland Council and Stagecoach North Scotland to improve local bus services in East Inverness through a series of information, infrastructure and service enhancements.

The project was awarded funding on 31st December 2013 and will run until 31st March 2016. The Transport Minister attended the launch of the project at the new Inverness Campus, UHI site on 28th February. The Campus is one of the many key destinations which will benefit from the proposed enhancements.

In the first three months of the project, Stagecoach has already deployed 15 new vehicles on two of their busiest city services. This exceeds the original 12 proposed in the application and will make the fleet of vehicles operating in Inverness among the youngest of any city in Scotland.

The project will also see £1M of new investment into improving the infrastructure and provision of information on Inverness' bus network. Over £400,000 of this spend has already been allocated and significant improvements should start to become visible over the next two months. Appendix A provides details of the funding allocation.

The focus of the project in 2014/15 and 2015/16 will be to deploy strategic bus priority at up to 13 signalised junctions in the city. The intention is to achieve this predominantly through wireless communication between the Real-time information system deployed on the city bus fleet and the traffic signals rather than through expensive on street infrastructure improvements. It is anticipated that the proposed solution adopted will also provide widespread Wifi access for passengers.

Active Travel Projects

HITRANS/Sustrans Partnership

The previous work on Active Travel Audits has produced an Active Travel Prioritised Action Plan for regional centres and this has been a very effective tool in attracting external funding. To further support this work and help our partner local authorities attract funding, HITRANS have joined in partnership with Sustrans with the creation of an Active Travel Officer post, initially for the next two years, based within the HITRANS offices to provide support and guidance on Active Travel throughout the region. This includes a £100k budget per annum to add value and assist Active Travel project development.

The officer joined the team in October 2013 and has been working with partners to develop applications for capital investment during the 2014-16 financial period through Sustrans Community Links fund.

During the 13/14 financial year the £100k budget was spent on a range of projects including:

- Millburn Road cycle route, part of the ERDF Green and Active Travel.
- Cycle counters within the area including Rothesay, which is part of an island wide improvement in cycling facilities, and the Installation of a 'totem' cycle counter on Millburn Road, which is one of 10 across Scotland reporting AT daily data to Transport Scotland.
- Active Travel Infrastructure, including cycle shelters at strategic locations to encourage active travel, assisting with current projects. These were installed in Kirkwall, Dunoon, Oban and Rothesay.
- Active Travel audit updates as mentioned.
- Feasibility Study for Active Travel route from Duncholgain to Lochgilphead.
- Funding for Inverness City Cycle Festival, run through Velocity Bicycle Café and Workshop.

Community Links Fund

During 2013 it was announced that Sustrans would administer a £14M Active Travel fund through 2014/15 with an additional £10M for projects during 2015/16 as part of their Community Links Programme. This money is required to be match funded on a 50:50 basis from the Local Authority or RTP through a range of sources to enable partnership working, and a range of capital projects to encourage the feasibility, design and construction of Active Travel Projects. Applications opened in January, with a deadline of 14th Feb 2014.

Objectives of the Community Links Programme are to:

- **Link** the places people live in with the places they want to get to
- **Encourage** people to cycle or use another active travel mode on everyday journeys and increase cycling modal share
- **Meet** an identified community need and demand

HITRANS applied for 3 projects, 2 of which were successful in this period:

- £450k NCN78 Corran Ferry to Ballachulish cycle route.
- £195k Inverness Campus South Bridge
  (in partnership with HIE for additional £195k)

In total 33 applications were submitted from the HITRANS area to the Community Links fund during this period. Twenty two projects were successful in gaining funding for 2014-16, including several infrastructure projects identified through the Active Travel Audits. This amounted to £2,678,169 of funding, which was matched by the Local Authorities and key stakeholders, resulting in significant investment of over £5.3M in the region over the next two years.

Road Matters

HITRANS continues to work with its member local authorities and Transport Scotland in order to improve and upgrade the Trunk Road and Regionally Significant Road Network. These strategic links are vital for connecting us both to Edinburgh, Glasgow and Aberdeen, and people to their main regional centre.

HITRANS has been engaging with Transport Scotland as it develops proposals for the ambitious Dualling of the A9 and A96 Trunk Roads which connect Inverness with Perth and Aberdeen respectively. HITRANS have been working with other key stakeholders to ensure that the final schemes deliver the optimum solution for all forms of transport including freight, public transport and cycling.

HITRANS have also worked with Transport Scotland and Local authorities on proposals to upgrade the A82 and A83 trunk roads where the Scottish Government are funding works to upgrade pinch points at Crianlarich and Pulpit Rock and also solutions to address the impact of major landslips at the Rest and Be Thankful. This included a £3M upgrade of the Old Military Road as a diversion route in the event of the trunk road being blocked.

In 2013/14 HITRANS also provided match funding support for the development of potential improvement schemes on both the A95 in Moray and the Western Isles 'Spinal Route'. It is hoped that by developing schemes to a 'shovel ready' stage it will increase the likelihood of funding becoming available for construction.

Travel Planning

HITRANS recognition of the need to reduce over-dependence on the private car for travel was at the core of our Travel Plan policy in 2013/14.

Good progress has been made in rolling out travel planning policy to all public sector organisations in the Highlands and Islands. With consultancy advice funded by the Energy Savings Trust each local authority and health board in the region has developed their organisational travel plans and are now actively implementing measures that have been identified to help employees travel to work as sustainably as possible.

To support employers across the private and public sectors in implementing good travel planning, we offer a set of leaflets aimed at managers and employees which give good advice on the benefits of changing their travel behaviour. We have distributed these leaflets to a number of employers across the region and are happy to meet any requests for copies made by employers. It is widely agreed that a good communications strategy is essential in encouraging the acceptance of Travel Plans.

We launched the journey sharing website www.IfYouCareShare.com in June 2008.

We have worked closely with the Scottish Government, local authorities, NHS and with other Regional Transport Partnerships to develop shared experience in the delivery of travel plans. We have played an active part in encouraging the activities of the Scottish Sustainable Travel Group and the ACT TravelWise Association in Scotland.

Equalities Scheme

HITRANS as the Transport Partnership for the Highlands and Islands has statutory duties to have an Equalities Scheme and take very seriously engagement in matters relating to equality. Since the Partnership was established at the beginning of 2006, we have made significant progress in adopting and implementing policies in the human resources area which have equalities of opportunity enshrined within them. In addition a major theme throughout our Regional Transport Strategy is the need for equality of access to transport facilities and services and through these to jobs, health care, education, shopping and social activities.

We have a statutory duty to publish an equalities scheme under legislation covering Race, Gender and Disability and we chose to introduce a single scheme that addresses what we intend to do in these areas. It also addresses our proposals in other areas as well, for example age, religion/belief and sexuality.

We have chosen to combine these commitments in one equalities scheme rather than publish a series of individual schemes addressing specific legal duties but we have made it clear in the scheme which sectors of society should benefit from our proposals. The publication of this scheme is not the end of our duty to promote equal opportunities but simply the beginning. We hope that stakeholders and service users find this scheme informative and we welcome constructive feedback with a view to its improvement.

Stakeholder Engagement

Active Travel Advisory Group

The Active Travel Advisory Group (ATAG) meets twice per year. The Group is attended by local authority transport officers, Sustrans, Cycling Scotland, cycle campaigners, access officers, and representatives from the health sector and transport operators.

The group has been engaged in the Active Travel Town Audit/Masterplan process and acts as a forum for those interested in the greenest form of transport to share ideas and expertise at a regional level.

Ferry Consultation Arrangements

The Scottish Government tasked the Regional Transport Partnerships to put in place arrangements to provide consultative mechanisms between the operator, users and public agencies for the ferry network serving the Clyde, Hebrides, and Northern Isles.

The first line of consultation is between island groups and the ferry operator (Tier 1), with three second tier committees largely concerned with longer term planning and route development. The arrangements are now well established and the Tier 1 groups meet two to three times per annum.

There are five ferry user groups. These are:

- Clyde (Arran Bute, Cumbrae and Cowal including Kilcreggan)
- Argyll (Mull, Iona, Lismore, Coll and Tiree, Barra and South Uist, Colonsay, Islay and Gigha)
- Hebrides (Barra, the Uists, Lewis and Harris)
- Raasay, Skye and the Small Isles, Ardnamurchan and Mull
- Orkney Transport and Travel Forum

Regional Bus Forum

The HITRANS Board has established a Regional Bus Forum to meet annually to consider matters relating to bus transport in the Highlands and Islands. The Forum aims to allow stakeholders to feed back to the Partnership on regionally significant bus developments and related matters. The objectives of the Regional Bus Forum are to:

- Work with partners on cross-boundary bus and integration objectives.
- Support the development of a common approach to bus information and publicity.
- Support the development of integrated ticketing across all Council areas.
- Develop proposals to support delivery of modal shift to bus to be taken forward along with key partners, potentially looking towards the development of Statutory Quality Partnerships.

Aviation Consultation Group

Our strategy for aviation is to enhance connectivity within the region and to our national gateways; to increase links with countries outside the UK; to retain the London services particularly through Heathrow and Gatwick; and to manage the environmental impact of aviation on the region without adversely affecting economic growth and sustainability of our communities.

To help us take forward these strategic aspirations, HITRANS has established the Aviation Consultation Group with membership drawn from representatives of our key aviation stakeholders. The Group is chaired by HITRANS Board Member Wilson Metcalfe who brings a wealth of practical real world experience to the Group.

Rail Stakeholder Engagement

HITRANS runs three tiers of Rail Forums.

The Rail Advisory Group (RAG) is the working group consisting of representatives from HITRANS, Network Rail, First ScotRail, Passenger Focus, Transport Scotland and local authority transport officers. The Group meets 3-4 times per year and directly informs HITRANS policy and workstreams.

The Rail Stakeholder Group (RSG) acts as the umbrella group for wider industry, public sector, voluntary and heritage interests and features formal presentations from leading industry figures in a conference style format.

The Rail Users Group (RUG) covers the voluntary rail user groups for the rural North Highland and West Highland Lines. Chaired by Robert Samson of Passenger Focus, this forum enables the views of the members of the groups to engage with HITRANS in twice yearly meetings. Their views are then taken by Passenger Focus to the Rail Advisory Group.

Freight Forum (meets yearly)

The HITRANS Freight Forum (HFF) draws together local authority representatives, logistics providers and users of freight services. The Forum concentrates on practical Highland issues, and has involved visits to new freight infrastructure and terminals. It was involved in the Lorry Parking and Whisky Logistics Studies.

Transport Coordinators Group (meets 2–3 times per year)

The HITRANS Transport Coordinating Officers Group (HITCOG) is formed of officers from HITRANS and local authority transport officers and aims to deal with technical issues and share good practice in relation to the management and delivery of passenger transport coordination across the Highlands and Islands.

Budget

BUDGET HEADINGS	2013/2014 ANNUAL BUDGET	ACTUAL BUDGET	(OVER)/ UNDER
INCOME			
Councils	£200,000	(£200,000)	£0
Scottish Government - Match Funding	£200,000	(£200,000)	£0
Scottish Government - Regional Transport Strategy	£322,750	£322,750	£0
Highland Council - Conon Railway Station	£0	£0	£0
Grants SUSTRANS	£100,000	£94,795	£5,205
Other Misc Income	£0	£15,401	£15,401
Interest on Revenue Balances	£0	£0	£0
Bus Investment Fund	£365,000	£199,569	£165,431
Giant Puffin Project	£71,932	£86,211	£14,279
Food Port Project	£145,000	£194,281	£49,281
2012/13 Surplus	£26,362	£26,362	£0
	£1,431,044	**£1,339,369**	**£91,675**
DIRECT RUNNING COSTS			
Director	£96,000	£95,153	£847
Partnership Managers	£118,000	£116,132	£1,868
Office Managers	£58,000	£56,828	£1,172
Active Travel Project Officer	£45,000	£15,898	£29,102
Staff Travelling and Subsistence	£26,000	£26,732	(£732)
Members and Advisers Travel and Subsistence	£9,000	£4,220	£4,780
Partnership/Consultation Meetings	£12,000	£10,937	£1,063
Office Costs – Property	£16,000	£17,918	£1,918
Office Costs – Admin	£20,000	£25,512	£5,512
	£400,000	**£369,330**	**£30,670**
PROGRAMME COSTS			
Publicity	£10,000	£10,672	(£762)
Research & Strategy Development	£236,044	£272,131	(£36,087)
Active Travel - SUSTRANS Project Work	£100,000	£94,795	£5,205
East Inverness Bus Improvement Corridor Project	£365,000	£199,569	£165,431
Conon Railway Station Project Work	£0	£0	£0
START Project	£0	£0	£0
Giant Puffin Project	£60,000	£56,151	£3,849
Food Port Project	£220,000	£288,562	(£68,562)
Interest on Revenue Balances	£0	£153	(£153)
	£991,044	**£922,123**	**£68,921**
Finance and Administrative Services	**£40,000**	**£37,433**	**£2,567**
TOTAL COSTS	**£1,431,044**	**£1,328,886**	**£102,158**
(UNDER) / OVERSPEND	**£0**	**(£10,483)**	**£10,843**

Public Services Reform (Scotland) Act 2010

Sustainable Economic Growth Statement

HITRANS 2012/13

Introduction

Section 32(1)(a) of the Public Services Reform (Scotland) Act 2010 provides that as soon as reasonably practicable after the end of each financial year each listed public body must publish a statement of the steps it has taken during the financial year to promote and increase sustainable growth through the exercise of its functions.

HITRANS, as a statutory Regional Transport Partnership, is a listed body within the Act. This statement is intended to fulfil the requirement of the Act in relation to Sustainable Economic Growth. This statement should be read in conjunction with the statement on Efficiency, Effectiveness and Economy and the financial information provided on the HITRANS website that are also required by the Act.

Government purpose and performance framework

The Government in 2011 updated its Economic Strategy as originally published in November 2007. This sets out the Government's clear priority to accelerate economic recovery, with a range of measures to tackle unemployment and promote employability. The Strategy focusses action on six Strategic priorities which will drive sustainable economic growth and develop a more resilient and adaptable economy. The priorities are supportive business environment, transition to a low carbon economy, leaning skills and wellbeing, infrastructure development and place, effective Government, and Equality. Transport is recognised within the Strategy as one of the key enablers for enhancing productivity and delivering faster, more sustainable, economic growth.

A Purpose Framework has been developed as part of the National Performance Framework and between them they provide a clear focus and direction for the whole of the public sector in Scotland. All public bodies are expected to align their activity in support of the Purpose, Purpose Targets and the National Outcomes set out in the Framework, and HITRANS Transport Strategy is linked through our monitoring framework with delivery of the Government's priorities.

Sustainable Economic Growth

HITRANS primary function is to produce and implement its Regional Transport Strategy. The Strategy was approved in 2008 and the monitoring framework put in place to identify our success in working with partners towards achieving its Objectives. The vision for transport is to enhance the region's viability, enhancing the region's place and competitiveness, and thereby attracting and retaining people in the region and making the Highlands and Islands a more attractive place in which to live, to work and conduct business, and to visit.

Transport has long been recognised as a significant contributor to sustainable economic growth. The HITRANS Regional Transport Strategy was developed in conjunction with our five Member Councils.

The principal ethos in setting and determining the Regional Transport Strategy has therefore been to encourage and permit sustainable economic growth.

The Partnership Approach to sustainable economic growth through delivery of our RTS.

HITRANS is committed to working with all sectors and interests within transport in adding value to the transport services delivered across the region. The partnership has identified eight areas in which it would aim to work towards improving services. These are listed in the table below:

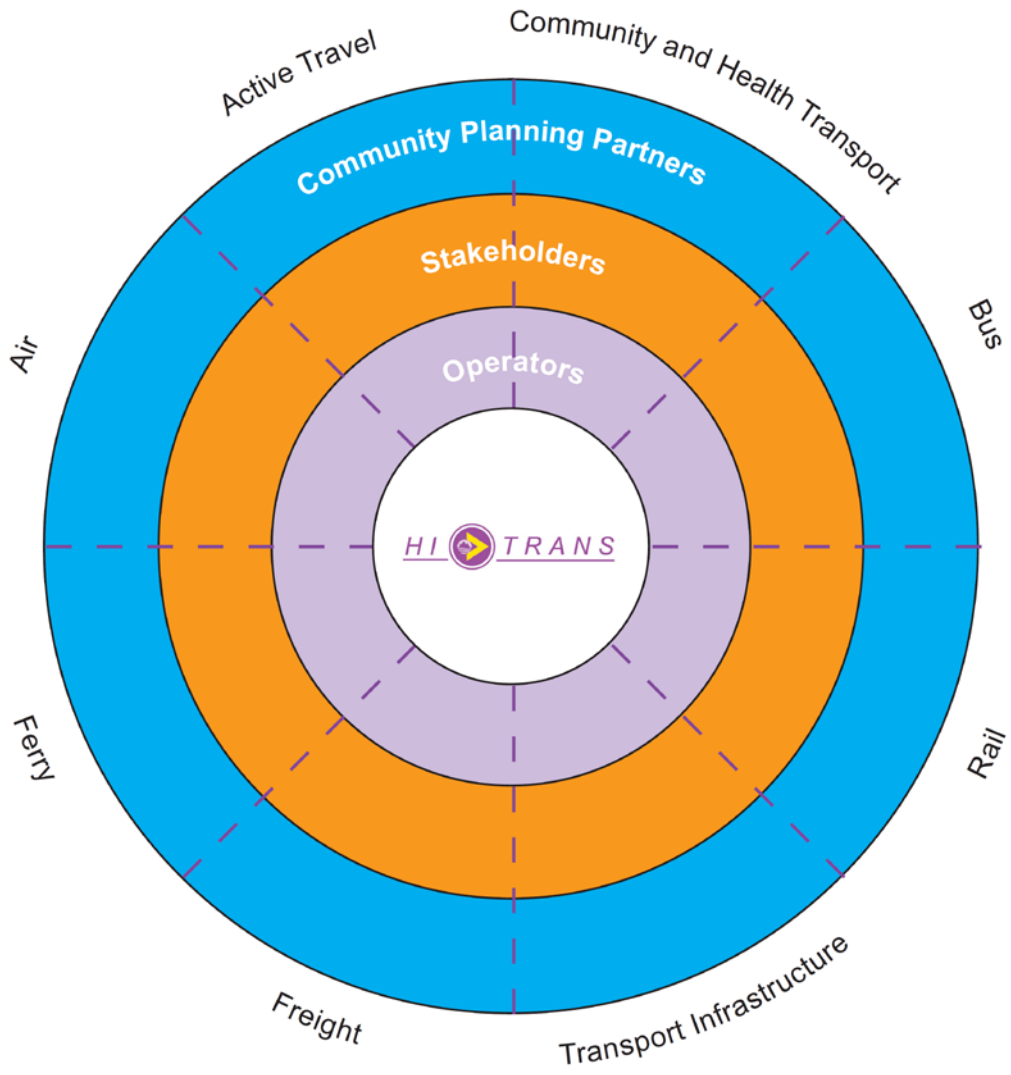
Area	Description
Active travel	Walking, cycling
Community and health transport	Third sector transport, social and health transport, car sharing schemes
Bus	Supported and commercial bus services, and taxis
Rail	Passenger and freight rail services
Transport Infrastructure	Roads (both trunk and local), Rail Infrastructure, Airports, Ports, Harbours, and Ferries
Freight	Cross modal, road, rail, ferry, air and sea
Ferry	Supported and commercial ferry services, national and local
Air	Supported and commercial air passenger services, including charter and freight

In each area HITRANS seeks active participation from the five partner Councils, our Community Planning Partners, Stakeholders, Operators, Permanent Advisors and the Partnership Board. HITRANS encourages its Community Planning Partners, Stakeholders and Operators to participate in policy development and delivery options appraisal. Operators in particular are encouraged to interact not only within their individual area of expertise but across the eight areas and are given the opportunity individually to discuss issues with Board Members. This allows HITRANS the greatest opportunity to learn from their knowledge and experience and maximising our effectiveness in delivering sustainable economic growth.

HITRANS wishes to ensure maximum effective involvement of all groups and has devised, in each service area, mechanisms and structures that ensure that each group's views are heard and their input valued in ensuring the Partnership delivers improved transport services across the region.

HITRANS has formed and continues to develop advisory and consultative groups both within and between linked transport areas, to promote improved integration across the Highlands and Islands. Regular meetings of these groups are arranged to obtain valuable input and provide information on developments and proposals.

The chart below diagrammatically reflects the approach HITRANS is taking to achieve this aim.


Active Travel
Community and Health Transport
Community Planning Partners
Stakeholders
Operators
HI TRANS
Air
Bus
Ferry
Rail
Freight
Transport Infrastructure

Public Services Reform (Scotland) Act 2010

Statement of efficiency, effectiveness and economy

HITRANS 2012/13

During 2013/14 HITRANS has continued implementing a number of initiatives that have improved efficiency, effectiveness and economy and these are outlined below, following on from our actions in 2012/13.

Shared Services

Shared accommodation, administration and supplies

HITRANS has relocated from the office premises at Inverness Airport to new premises in central Inverness. The new office achieves a lower annual rental and provides extra space including a meeting room that will significantly reduce the cost incurred by HITRANS in hiring meeting rooms. The office floor is shared with the Scottish Council for Development and Industry who share the rental cost of the meeting room. This is an excellent initiative which has strengthened an important relationship between the RTP and SCDI. This will deliver an estimated annual saving of £2,000 in rent per annum with additional savings in meeting costs and staff travel to be achieved in the future.

By improving our IT systems we have been able to reduce the number of telephone lines to our office from 4 to 3 and negotiated a new phone usage contract which reduced bills further.

In 2013/14 we reinstated the fifth Board meeting to allow better governance of the unaudited accounts sign off but made this a single day Board Members only meeting with Telephone and Video Conferencing available to Members. This meant a saving of £1,500 on previous years when five Board meetings took place.

We have managed travel expense costs by increasing our use of telephone and video conferencing equipment to reduce the cost of traveling to meetings.

HITRANS is a member of Scotland Excel and gains from the resultant efficiencies that joint purchasing of supplies across the public sector in Scotland brings to our partnership.

Legal, Financial and HR Services

HITRANS has service level agreements covering Legal, HR, and Financial services with two of our member Councils with de minimis costs unchanged since 2008/09. The services provided are outlined below.

Legal and HR Services

Legal and HR services are provided by Comhairle nan Eilean Siar. Legal Services include legal advice, contractual advice, and provision of clerking for the Board. HR Services include drafting and review of HR policies and procedures, monitoring any changes in legislation, and support in dealing with staff

matters. Day to day routine HR matters are managed directly by HITRANS employees. The quality of support is excellent and rates are considerably lower than comparative rates in the private sector. The cost of this service in 2013/14 was £8,000.

Financial Services

Financial services are provided by The Highland Council. Services covered include invoice and payment processing, financial ledger, regular reporting to the HITRANS Board, internal audit, liaising with external audit, budget preparation and control, pension fund management, accountancy and audit support for EU projects and investment management. The quality of support is excellent, and again, rates are considerably lower than in the private sector. The cost of this service in 2013/14 was £18,487.

Accessibility Modelling

HITRANS has developed an accessibility model covering the Highlands and Islands using Accession and this has been available to member Councils for a number of years, operating mainly through consultants MVA. The model gives a graphic presentation of the accessibility of specific locations to other locations, including areas of employment, healthcare, education, retail and leisure, by various modes.

HITRANS continues to use the arrangement with Tactran and SEStran through which we use a common contract between SEStran and MVA to access accession software with the benefit of reduced fees as a result of the larger volume of work, single licence fee for all three RTPs.

Sustainable Development

HITRANS has carried out active travel audits of all the key settlements across the region in partnership with the five authorities in the HITRANS area and provided the results to the partner authorities. The central provision of these services has saved the partner authorities significant costs in developing an effective methodology and undertaking individual audits when compared with the local development option. The Highland Council have used the outputs from the Audits as a basis for their Green and Active Highland project which has attracted ERDF support, as well as HITRANS funding as part of the funding package. Likewise Moray Council used the Elgin Audit to attract ERDF and Sustrans support for the Urban Freedom project.

Partnership Working

European Projects

HITRANS was involved in the delivery of three European Projects during 2013/14 which each achieved efficiencies and economies while working towards improvements in the effectiveness of delivery of transport services and related infrastructure within the Highlands and Islands and at wider national and international levels.

In the Northern Periphery Programme area HITRANS secured funding as a partner in the SPARA 2020 project to help prepare a main project application for this project which has as its focus the development of Smart Peripheral Airports. We are leading this project and will work with partners in Ireland, Sweden and Norway as well as other Scottish partners.

In 2013/14 HITRANS delivered an innovative project as a partner in the Food Port North Sea Are INTERREG IVB project. HITRANS secured approximately 290,000EUROS to fund trial movements of bulk spirit by rail at a 50% intervention rate.

HITRANS has continued to work in partnership with The Highland Council to access ERDF funding to deliver as series of infrastructure improvements to deliver increased active travel in key settlements as identified through our Active Travel Audits mentioned above, and these are now being delivered on the ground.

HITRANS has continued our membership of Scotland Europa in an effort to access further opportunities to work with partners across the European Union to the benefit of the Highlands and Islands. We have entered into a joint membership with Tactran and SEStran significantly reducing the cost of membership which we would have otherwise incurred.

Bus Investment Fund

Working in partnership with Highland Council and Stagecoach North Scotland, HITRANS was able to prepare a funding application to the Bus Investment Fund (BIF) that represents a project with a total value of £3M including £700,000 of BIF support from Transport Scotland. The project will deliver a range of improvements to bus services in the East Inverness area including bus priority, information and infrastructure improvements and has been complemented by the introduction of 12 new buses by Stagecoach.

Sustrans Partnership

An innovative partnership initiative has been implemented in 2013/14 that has seen HITRANS and Sustrans pool resource to fund an Active Travel Officer embedded within the HITRANS team with a budget to deliver Active Travel policy and projects in the region. The initial value of this project represents an annual investment of £150,000 which includes £100,000 from Sustrans. The post also allows HITRANS to focus much more closely on Active Travel and investigate funding opportunities such as ERDF and Community Links.

Framework Contract

HITRANS along with our 5 member Councils are now using the joint Consultancy Services Framework contract overseen by Argyll and Bute Council on behalf of all partners. This has improved the efficiency and reduced the cost both to ourselves and service suppliers in procuring contracts that fall within the terms of the Framework.

Risk Management

To support our development of sound management of risk a formal Risk Management Strategy has been developed and implemented by HITRANS. The Strategy describes the constituent parts of good Risk Management, our overriding Risk Management Aims, the range of risks we face, the processes we will put in place, and the actions we are taking. During 2012/13 HITRANS has created, updated and monitored its associated Risk Register identifying the key risks, associated controls and actions needed to minimise the impact of risk on the activities of the Partnership.

Equalities

In undertaking all of our activities HITRANS has fully considered equalities issues as required through our statutory body status as defined in the Race, Equality, Disability Equality and Gender Equality legislation. We have set up a system and are ready to take feedback on transport related equality issues from our Member Councils and Advisory Groups as has been agreed as the most appropriate means of capturing these issues. In addition promote the discussion of any issues at each of our regular Permanent Advisors Meetings, and ensure that the equality impacts of any proposals and actions by the Partnership as reflected in Board Reports are brought to the attention of the Board when they meet.

HITRANS

Public Reforms Act Information

Period covering 01/04/2013 - 31/03/2014

HITRANS
Public Reforms Act Information
Period covering 01/04/2013 - 31/03/2014

1) Public Relations Statement

Category	Supplier	External costs - invoiced	Supplier Total
Orkney Summer Guide - Advertising	Orkney Islands Council	£85.00	
Part Payment of Jet Services Aurora Summer Edition - Advertising	Stagecoach	£147.50	
CILT Scotland Best Practice Showcase - Advertising	CILT	£100.00	
Contribution to Highland Mainline 150th Anniversery Plaque - Advertising	Highland Railway Heritage	£46.21	
Autum edition half pageJet advert - Advertising	Aurora Magazine	£295.00	
Orkney Winter Guide - Advertising	Orkney Islands Council	£85.00	£170.00
Total		**£758.71**	

2) Overseas Travel

Reason	Origin / Destination	No. Employees/Members	Travel Costs	Accomodation/ Meals	Other Expenciture	Total
NPP TransTourism Project meeting - funded by EU project	Harnosend Sweden 20-23/05/2013	2	£1,473.03	£611.24		£2,084.27
Quest Workshop - funded by EU Project	Budapest, Hungary 5-8/09/2013	1	£430.66	£231.10		£661.76
NPP SPARA 2020 Programme Monitoring Committee lead partner meeting - funded by EU Project	Iceland, 13-14/10/2013	1	£131.51	£420.07		£551.58
Food Port Meeting - funded by EU Project	Brussels 13-15/01/2014	1	£401.42	£163.84		£565.26
Smart Island Project Meeting	Brussels 21-22/01/2014	1	£419.94	£116.91		£536.85
Final Food Port Meeting - funded by EU Project	Oostende 19-21/02/2014	1	£232.90	£130.83		£363.73
Total			**£3,089.46**	**£1,673.99**	**£0.00**	**£4,763.45**

3) Hospitality & Entertainment

Nil return.

Total

4) External Consultancy

Supplier	Project / Service	Total	Supplier Total
Reference Economics Consultants	ScotRail Franchise 2014 Input	£575.00	
Douglas Binns Ltd	Network Rail	£4,978.54	
Systra Ltd	Network Rail	£24,995.00	
JMP	European Part Funded Project - TransTourism	£18,762.50	
Clear Returns	European Part Funded Project - TransTourism	£4,995.00	
Stoar Davies Gleave	TransTourism	£19,242.00	
Douglas Norris	European Part Funded Project - Food Port	£2,761.00	
Northpoint Aviation	European Part Funded Project - SPARA 2020	£7,047.06	
Nanette Wallace	European Part Funded Project - SPARA 2020 - design Logo	£420.00	
Halcrow	HITRANS/ Sustrans Partnership /Active Travel Projects	£14,900.13	
TP&E	HITRANS/ Sustrans Partnership /Active Travel Projects	£4,845.00	
Systra	Orkney Internal Transport Links Research	£8,000.00	
Northpoint Aviation	Local/Regional Air Service Development Study	£12,280.00	£19,327.00
RDC Aviation	Skye Air Service Project Development	£1,737.43	
OSLC	Skye Air Service Project Development	£2,250.00	
Eyland Skyn	Local/Council Ferry Funding Options Assessment	£3,600.00	
Nanette Wallace	2013/14 Business Plan	£350.00	
Nanette Wallace	2012/13 Annual Report	£560.00	£1,330.00
Velocity Design	Wesite Various	£3,400.00	
Total		**135,698.66**	

5) Payments in Excess of £25,000

Payee	Commodity / Service Description	Amount
John G Russell	European Funded Project - TransTourism, Freight by Rail Trial	£57,200.00
Vix Acis	BRDG - Real Time Information Development - Maintenance (Highlands and Islands) System	£49,023.00

6) Members or employees who received remuneration in excess of £150,000

Nil return.

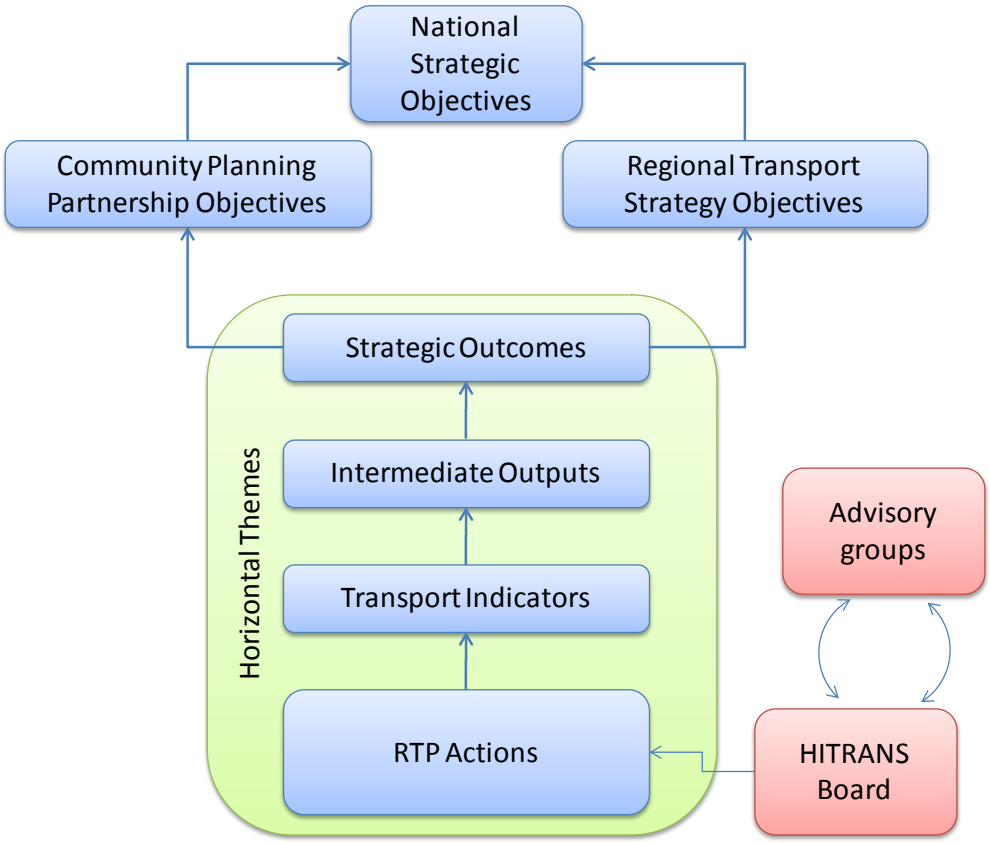
HITRANS Public Reforms Act Information
Period covering 01/04/2013 – 31/03/2014

Regional Transport Strategy Monitoring and Evaluation

HITRANS developed a monitoring and evaluation framework for the Regional Transport Strategy.

The key aims of the monitoring and evaluation framework are:

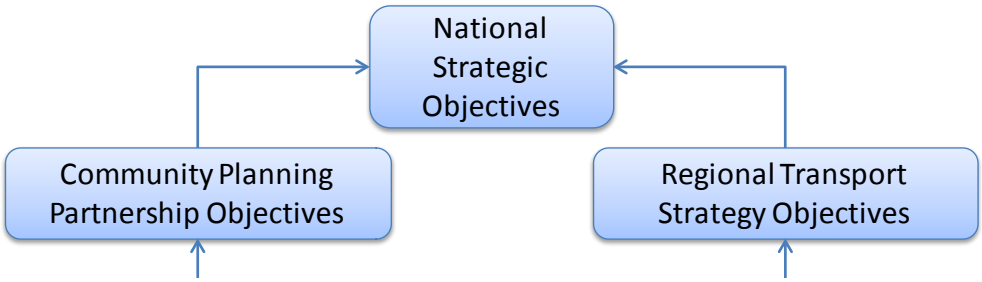
- To determine the extent to which RTS objectives have been met, and if not met, why.
- To provide evidence on overall performance and to assess to net additional value obtained from RTS actions.
- To diagnose where under or over performance has taken place and to identify and assess the causes.
- To provide a link between transport planning and wider community planning across the HITRANS area and to demonstrate the contribution of transport to the Community Planning Partnerships' own agendas.



The RTS monitoring and evaluation framework follows a logical structure from actions on the ground right up to how the RTS contributes to the Scottish Government's National Strategic Objectives.

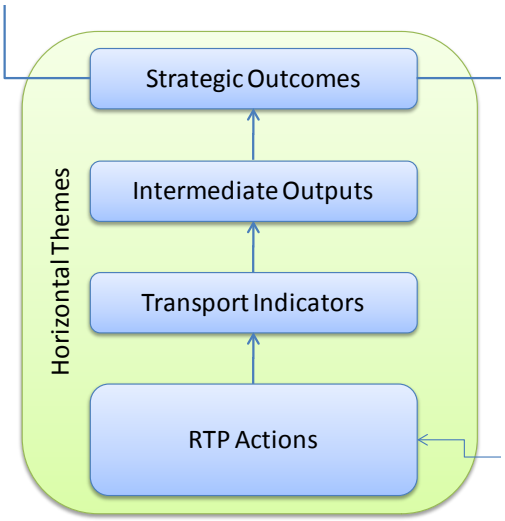
The Single Outcome agreements produced by the Community Planning Partnerships in the HITRANS region are also aimed at higher level government objectives – either the National Strategic Objectives or the National Outcomes.

This gives both the RTS and the Single Outcome Agreements a set of shared objectives that will allow HITRANS to engage more meaningfully with the CPPs, to make the case for the wider benefits of transport interventions.



For each of the five objectives in the RTS, a chain of indicators has been developed, linking implemented measures to the objectives. The chain of linkages varies slightly between objectives but on the whole, it is as follows:

- A set of high level **Strategic Outcomes** for the region as a whole, which result from the intermediate output, and which will indicate whether objectives are being achieved.
- A set of **Intermediate Outputs** which would be achieved as a results of the transport intervention.
- A set of **Transport Indicators** to determine the direct impacts of transport interventions.



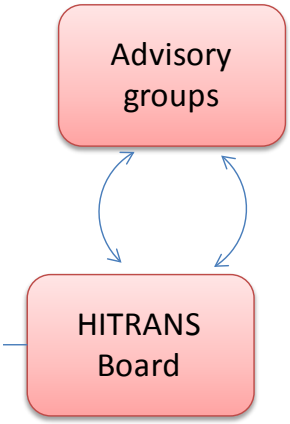
Horizontal themes are the set of issues identified in the RTS through consultation with stakeholders that, in many cases, cut across the objectives and outcomes in the monitoring and evaluation framework.

HITRANS' monitoring activity also takes into account the impact on these themes by linking them with specific actions and indicators (see next page).

The Horizontal Themes are:

- Active travel
- Aviation
- Community and health transport
- Congestion and urban issues
- Freight transport
- Locally significant network and road maintenance
- Mainstream passenger transport
- Ports, ferries and waterways
- Costs of transport and travel
- Environmental impacts
- Strategic network
- Regional network

All RTS actions are ultimately passed by the HITRANS board. The decision making process is informed by the various advisory bodies that report to the board.



The relationship between the board and the advisory bodies is two way.

In its simplest form, the role of the advisory bodies is to present papers to the board analysing issues and recommend actions. The board will consider the paper and ultimately add actions to the programme. Advisory bodies then provide feedback on implemented actions.

Monitoring Framework by Objective

The following diagrams show the linkages from transport indicators to objectives.

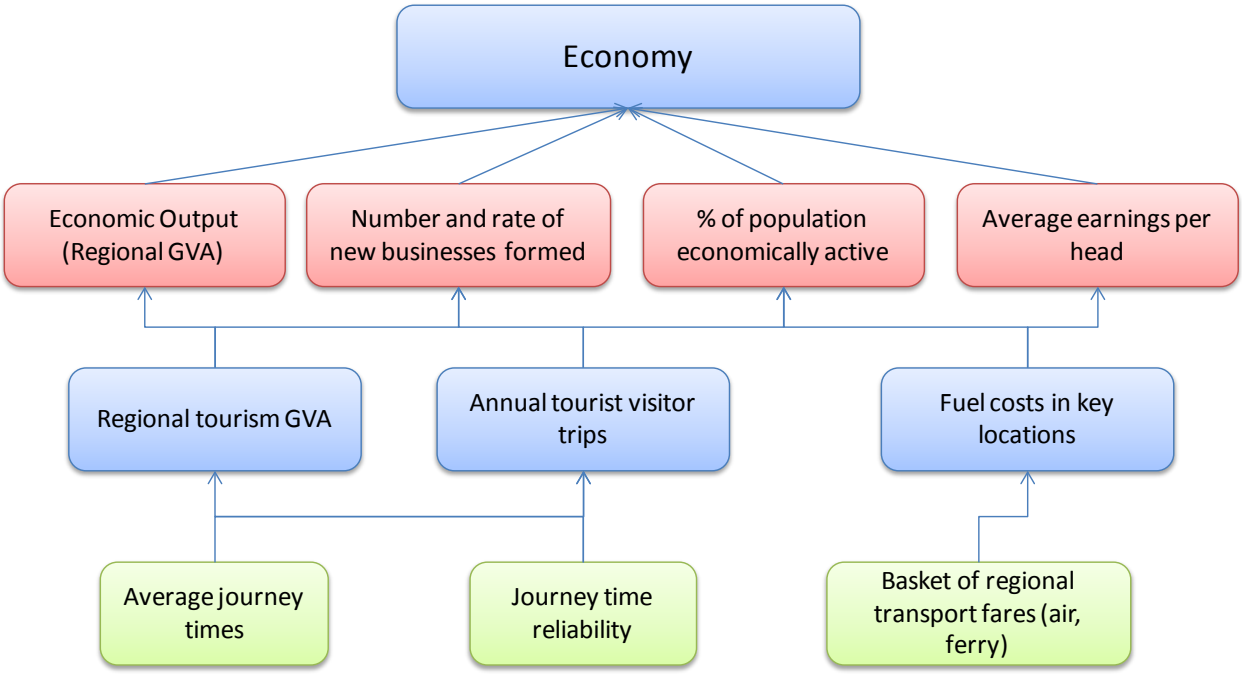
In most cases there is a full set of outcomes, outputs and indicators. In some cases, such as the Safety objective, the linkages are more straightforward and therefore do not require three levels of monitoring to draw linkages between actions and objectives.

In most cases, there is an expected relationship between different levels of the framework

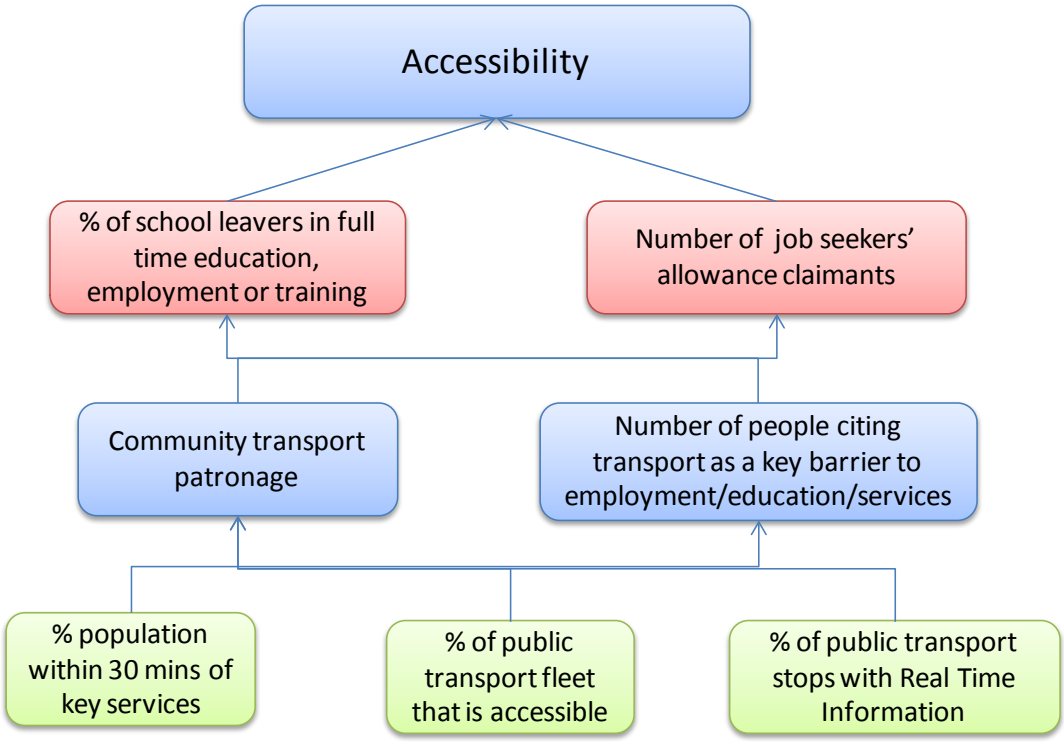
In an ideal world, for example, increasing the % of population within 30 minutes of key services by public transport (Transport Indicator) should show a positive relationship with the % of people citing transport as a key barrier to accessing key services (Intermediate Output) and impact positively on the number of people in education and training and in employment.

In reality these relationships are not so clear cut. External factors will impact on these indicators, but this framework allows us highlight these anomalies and understand what the wider picture is with regards to transport.

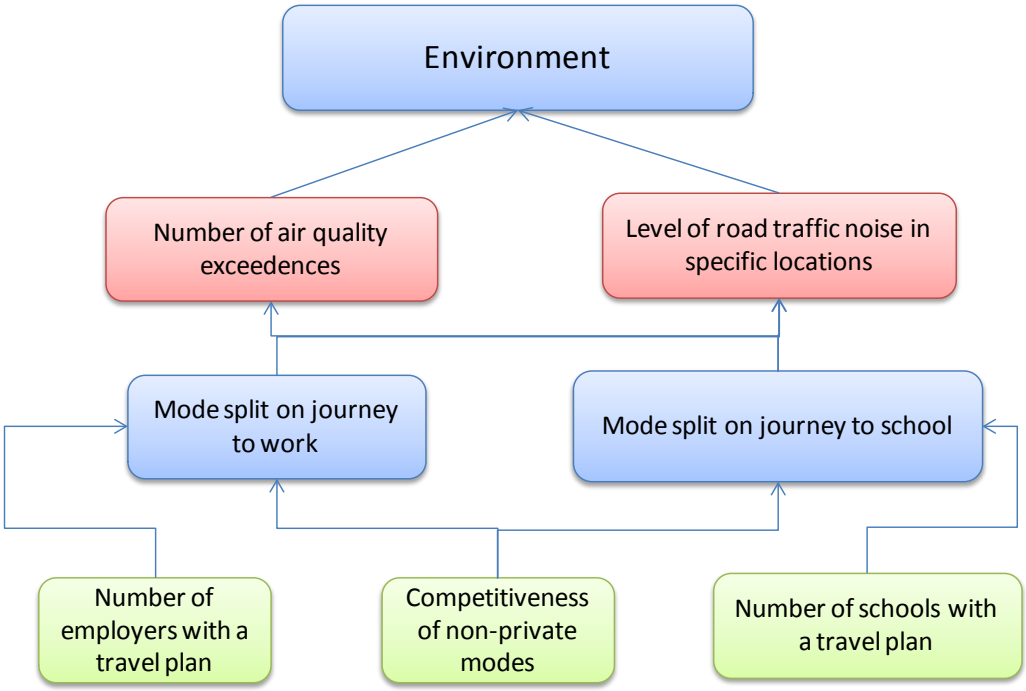
Linkages Economy Objective



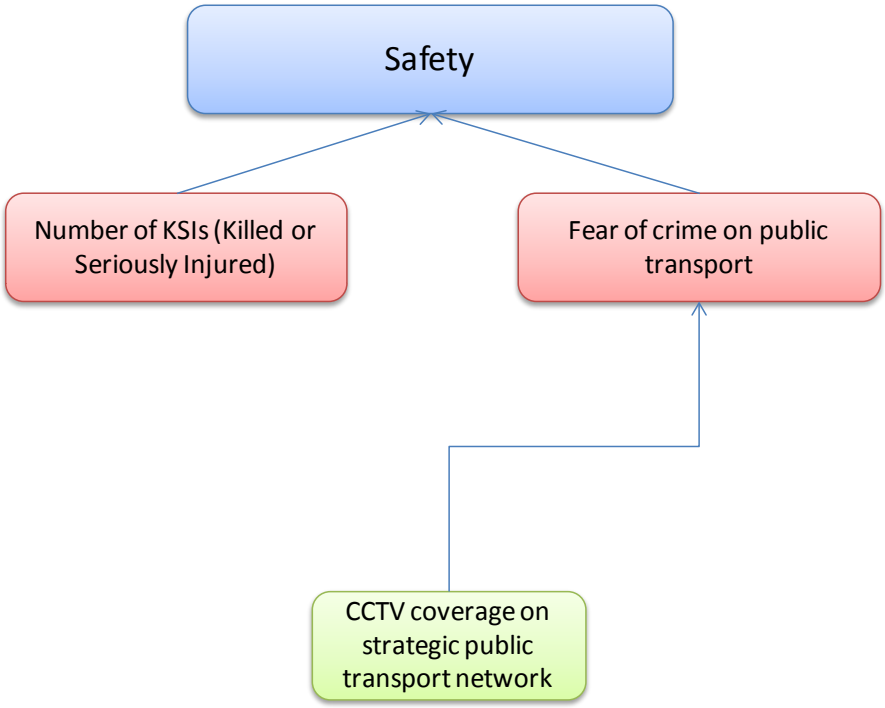
Linkages – Accessibility



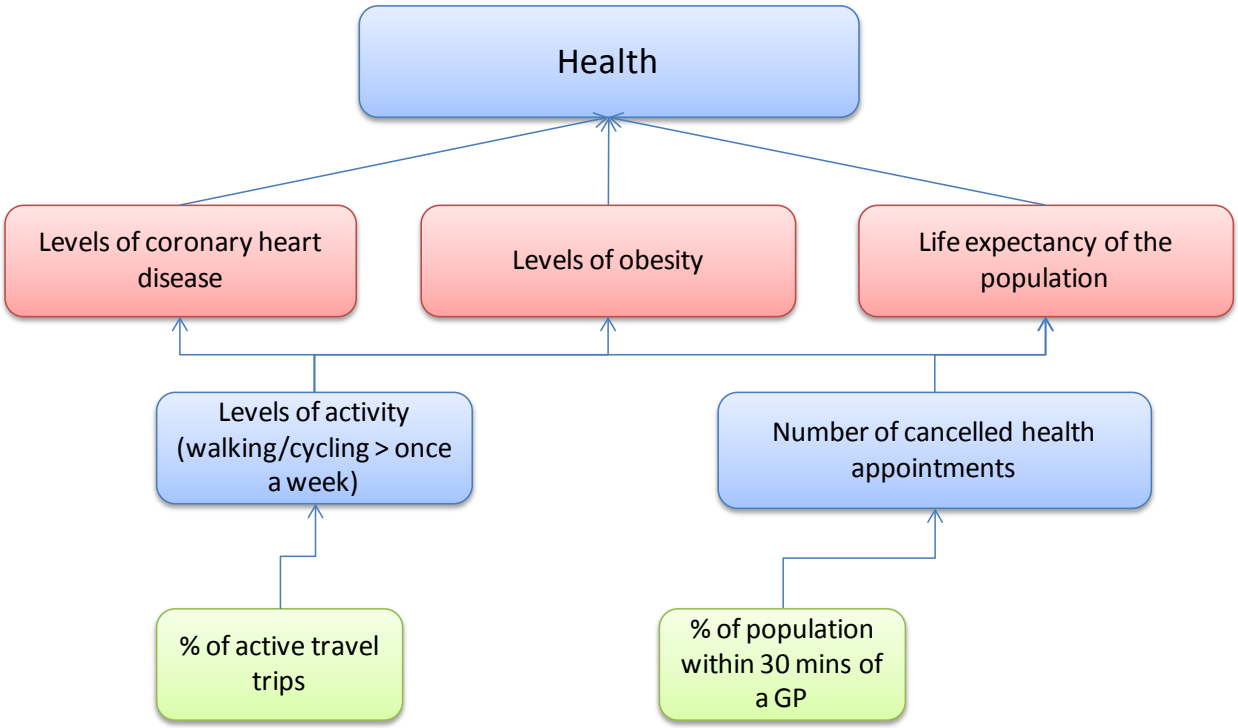
Linkages – Environment



Linkages – Safety



Linkages – Health



Eyland Skyn was commissioned by HITRANS to update the Regional Transport Strategy (RTS) Monitoring Spreadsheet for the 2013/14 monitoring period.

In addition, Eyland Skyn was asked to comment on any emerging trends from the analysis and to consider future monitoring requirements, particularly in light of the Scottish Government's most recent investment plan.

This report is structured as follows:

- Overview of emerging trends.
- Issues to consider.
- Future monitoring requirements.

As has been the case in prior years' monitoring reports, the emerging trends are presented in this section by way of setting out the monitoring framework and commenting on the headline position of each linkage in the framework.

Five tables follow for each of the **economy**, **environment**, **safety**, **accessibility** and **health** Regional Transport Strategy objectives. In each case, the objective and linkages have been assessed with a 'traffic light' score to depict overall performance, on a scale of:

Green:	**progress, generally significant, made towards objective or outcome**
Amber:	**some progress made towards objective, but generally a mixed picture of progress across the region**
Red:	**negative results across the monitoring period**
Blue:	**data not available across the time period under review**

For each indicator with available and up to date information, commentary is provided as to the movement over the last year and compared to earlier in the Regional Transport Strategy period as appropriate, from the base year of 2006.

Table 1.1 Economy Objective

Linkages – Economy Objective **The regional economy displays mixed performance from the start of the RTS to date. Increases in average earnings and accommodation GVA are perhaps indicative of continuing improvements in the region's economy.**			
Economic Output	Number of new businesses formed	% economically active	Average earnings per head
Regional GVA showed growth in 2007 and 2008, but then fell back slightly in 2009, followed by growth in 2010 and 2011, and which was significant in the latter. This has then been followed by a notable decline in the provisional 2012 figures. Final 2012 figures will follow in due course.	Data for 2009 onwards have been updated in the most recent release of the ONS Business Demography report. There is significant variation in this indicator over the monitoring period. From 2006 to 2008, across the region there were more or the same number of businesses 'born' than the number of business 'deaths' in any given year. The 2009 to 2011 period saw some variation, with in some cases a net loss of businesses (notably Argyll & Bute in 2009 and Highland in 2010). In 2012, due to a significant net increase in the number of business in Highland area, the HITRANS total shows 160 net business for the year (i.e. business 'births' less business 'deaths'). Finally in 2012 across all areas there was approximate balance between the numbers of business 'births' to the number of business 'deaths'.	Economic activity rates have fallen between 2006 and 2010 for both Argyll & Bute and Eilean Siar. Over this period Orkney saw some growth to 2009, and then a sharp decline in 2010 taking Orkney to on par with Highland and Moray. Highland over this period showed modest improvement, while Moray saw some growth, which levelled off from 2009. Since 2010, Eilean Siar has shown steady growth, and at a faster pace than all other areas. There has also been growth for Argyll & Bute since 2012 and for Orkney in 2014. Overall, the values for the HITRANS area had been showing a slight decline over the period from 2006, but the figure for 2014 shows a noticeable increase on the 2012 level of economic activity.	Despite some fluctuation, average earnings in Orkney have stayed roughly the same throughout the period 2008-2013; that said there has been an increase in 2013 to 21,567 compared to 21,224 the prior year. In all other areas of the region, there has been an overall increase in average wages over the period 2008-2013, with notable growth in Moray (18,621 to 22,076) and Argyll & Bute (20,534 to 22,414).
Accommodation GVA		Fuel costs in key locations	
Accommodation GVA has demonstrated a		There were decreases across all areas in 2014	

Linkages – Economy Objective The regional economy displays mixed performance from the start of the RTS to date. Increases in average earnings and accommodation GVA are perhaps indicative of continuing improvements in the region's economy.		
general upwards trend in the period 2008-2012. GVA was up across the HITRANS region in all areas in 2012 with the exception of Moray, which saw a very minor reduction. Notably, Highland demonstrated a further year of significant growth from 123.5 in 2011 to 135.3 in 2012.	compared to 2013 costs. The decrease was greatest in Kirkwall and Stornoway with 12% and 11% reduction in the average price of unleaded petrol. Other areas monitored saw decreases of around 8-9%. Rural Fuel Duty Rebate was already in place at the time of the 2013 monitoring, but at that time there was no obvious impact on costs, whereas now the decrease exceeds the extent of the Rural Fuel Duty rebate.	
Average journey times	Journey time reliability	Basket of regional transport fares
On seven out of the 12 routes examined, there has been a slight (between 1 and 8 minutes) increase in the road journey time between 2013 and 2014. In four of the other routes the journey time remains the same, whereas the journey time between the A82 and A9 through Inverness appears to have reduced from 22 minutes to 20 minutes.	Journey time reliability has been calculated from a different source in 2014 due the cessation of Transportdirect.info. This has resulted in incomparable reliability data for 2014. That said it remains evident that there continues to be a significant difference between peak and inter-peak journey times, of around 10% of journey time.	Not collected**.** That said much of the bus network is tendered with fares governed by the respective local authority. And, in January 2014, ScotRail peak fares rose with inflation by 3.1%, while the other 40% of fares were frozen.

Table 2.1 Environment Objective

Linkages – Environment Objective The regional environment has experienced some decline through a reduction in public transport usage on the journey to work and school, and an accompanying increase in private car usage right across the region. There is new evidence of some improvement in the competitiveness of non-private modes of transport. There is one site with an active AQMA in Inverness.		
Number of air quality exceedences	Level of road traffic noise in specific locations	
There is one site in Highlands – Inverness – with a declared active Air Quality Management Area (AQMA).	Not collected.	
Mode split on journey to work	Mode split of journey to school	
Between 2012 and 2013 there has been a decline in both those citing public transport or citing walking or cycling as their means of travel to work. This has been accompanied by an increase in the number of people citing that they travel to work by car. This is a consistent picture across the region, with car use up in all local authority areas.	Between 2012 and 2013 there is a mixed picture in terms of main means of travel to school, with a regional increase in the number of pupils stating car and a decrease in the number of pupils stating public transport. More encouragingly, there is also an increase shown in the number of pupils that report that they either walk or cycle to school.	
Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan
Not collected.	Due to the use of a different source of information in 2014 it is difficult to directly compare to prior years. That said, there is some indication that there is some improvement in the competitiveness of public transport compared to the private car, and notably the analysis now takes into account using the 'best' public transport options, i.e. the quickest, most direct routes, which will provide a useful analysis when compared in future years.	Not collected.

Table 3.1 Safety Objective

Linkages – Safety Objective There is evidence of some recovery in this area with a 10% reduction between 2012 and 2013 in the number of KSI casualties on the region's roads. Although it is also highlighted that there has been an increase in KSIs in the Moray area particularly.	
Number of KSIs	Fear of crime on public transport
In all areas, with the exception of Moray, there has been a decrease in the number of Killed or Seriously Injured (KSI) Road Casualties. In Moray there was a further increase recorded in 2013, with 50 KSIs compared to 46 in 2012, which in turn was up from 28 the prior year. Overall, the HITRANS area saw a decrease to 213 KSIs in 2013 compared to 236 in 2012, representing a 10% reduction.	Those reporting that they feel safe when travelling on public transport in the evenings fell in 2010 (compared to 2006 and 2009 monitoring periods), but this has recovered in 2012, although not as far as the 2006 or 2008 levels. 2012 data shows across the HITRANS region that 71.0% of people report that they feel safe when travelling by public transport in the evening. The 2012 data has been amended up from 70.6% at the most recent release of the Scottish Household Survey, though individual Local Authority-level analysis in not yet available.

Linkages – Safety Objective There is evidence of some recovery in this area with a 10% reduction between 2012 and 2013 in the number of KSI casualties on the region's roads. Although it is also highlighted that there has been an increase in KSIs in the Moray area particularly.	
	CCTV coverage on strategic public transport network
	Not collected

Table 4.1 Accessibility Objective

Linkages – Accessibility Objective There are some gaps in the availability of data for the accessibility objective this year, notably the measures of transport as a barrier to participation and the % of people within 30 minutes of key services. New data is expected for these measures within the next 12 months. That said, the headline indicators of % of school leavers in positive destinations and the number of job seekers' allowance claimants suggests a position shift in the region.		
% school leavers in full time education, employment or training	Number of job seekers' allowance claimants	
The rate of school leavers having a positive destination has increased for the HITRANS region in each of 2010/11, 2011/12 and 2012/13. Each local authority area, with the exception of Orkney, is also showing increases in the rate of positive outcomes in 2012/13 by between 1% and 5% (Moray), with a HITRANS region-wide increase of 2%. In Orkney there was a decline of 4% in this measure, taking the county from top to bottom spot amongst the other local authorities. Overall in 2012/13 92.5% of Highlands and Islands school leavers went on to a positive destination.	To 2014 there has been a notable decline in the number of job seekers' allowance claimants; with the number in the HITRANS region down a staggering 28%. The largest decreases on the prior year were in Orkney (29%), Moray (29%) and Highland (33%).	
Community transport patronage	Number of people citing transport as a key barrier	
Not collected.	Next data not available until 2015 for the 2013 survey.	
% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information
More details on next SIMD release expected to be released in late 2014.	Not collected.	Not collected.

Table 5.1 Health Objective

Linkages – Health Objective **Regional health is improving over the life of the RTS. There is some evidence of increased levels of physical activity for the purposes of individuals' travel, and benefitting health outcomes. Levels of obesity in children show some improvement, however there is perhaps a slowing of progress compared to prior years.**		
Coronary heart disease – hospital admissions rate/100,000	Levels of obesity	Elective Hospital Admissions
Overall a further decline between 2012 and prior year in the number of CHD admissions to hospitals in the HITRANS area. Notable reductions in Moray (-24%) and Highland (-19%), with some increase in Argyll & Bute (+4%) and Eilean Siar (+9%).	Levels of obesity amongst P1 pupils are highest in Eilean Siar (12.6%) and Orkney (13.3%). Orkney however has seen a decline in 2013, down from 14.2%, while Eilean Siar has climbed from 11.7%. The rates in Argyll & Bute, Moray and Highland are noticeably lower at a little over 10% in 2013, and in the case of Highland and Argyll & Bute are showing a general downwards trend, while Moray has been creeping up.	The data show that between 2012/13 and 2013/14 in Highland, Orkney and Western Isles Health Board areas there has been a reduction in the number of elective hospital admissions. The reduction has been greatest in Highland, with a 14% reduction in elective admissions across the Board. Meanwhile, Grampian, which covers the Moray area has seen a marginal increase in elective hospital admissions.
Levels of activity	Number of cancelled health appointments	
In terms of use of walking as a means of transport there has been a marked rise in the number of people across the HITRANS region stating that they have made such a trip in the previous seven days. The rate has risen from 56% in 2010 to 61% in 2012. Over the same period however the rate stating that they have walked for leisure / to keep fit has fallen slightly from 57.7% to 56%.	In each of Highland, Western Isles and Grampian health board areas levels of 'Did Not Attend' (DNA) have been falling over the life of the RTP. This is most marked in Western Isles which has seen a reduction from 8.6% in 2006 to 6.2% in 2014. While Orkney has remained lower than the other three areas, it has seen a marked increase from a low of 3.3% in 2010 to 6.3% in 2014.	
% of active travel trips	% of population within 30 mins of a GP	
There was a significant increase across HITRANS region from 19.9% in 2010 to 24.4% in 2012. The data for 2013 has shown a slight reversal back to 21.5%. Across the local authority areas there has been particular improvement in Argyll & Bute, which has seen an improvement to 23.3% in 2013 compared to just 17.6% in 2010, although this is cancelled out somewhat for the region as a whole by reductions in each of the two other areas for which data is available – Highland (22.8% down from 25.8% in 2012) and Moray (18.6% down from 22.7% in 2012).	Data not available – more detail on next release of SIMD expected imminently.	

Conclusion

As can be seen from the tables in this section, there are mixed results across the objectives, and with four out of the five headline objectives having achieved an 'amber' status, i.e. there is evidence of some progress towards this objective, but with a mixed picture across the area. The final objective – accessibility – has scored 'green', i.e. there is evidence of significant progress.

Notably, the economy objective remains 'amber' demonstrating some continuing progress; the health objective has been reduced to 'amber', with some progress, but perhaps, slowing progress; environment objective remains 'amber' with some improvements across the region and some areas of concern, notably a consistent increase in car use on the journey to work across the region. The accessibility objective remains 'green', with data demonstrating a continuing improvement in results relating to access to employment and training etc. as well as participation in the workforce. That said, for a number of indicators in the accessibility theme there was no new data available. Finally, the safety objective has returned from 'red' to 'amber' reflecting a general reduction in KSIs across the region (except in Moray) and an improving position in terms of fear of crime on public transport.

There is one linkage that has been regarded as scoring 'red', that is 'mode split on the journey to work' under the environment objective. The 'red' indicates that there is a worsening position right across the region in respect to this indicator. It is true to say however that 'red' is perhaps too black and white in this case; for example, on the journey to work the proportion stating walking as their main mode positions Argyll & Bute, Highland, Orkney, Moray and Eilean Siar in 3rd, 5th, 7th, 11th and 21st position respectively out of the 32 local authorities, and taken collectively, HITRANS as a whole is second out of the seven RTPs with 17.9% stating walk as their main mode only behind South West Scotland with their 19.5% stating walk as the main mode to work.

So, set in context, the HITRANS area has seen increasing levels of active travel and public transport usage over preceding years, and which is set in the context of HITRANS out-performing other areas in relation to active travel particularly. However, the most recent data suggests something of a downward trend, and so the findings would suggest a need for focus on particularly the *promotion* of public transport and active travel for the journey to work and school. People are more likely now to be using active travel particularly for functional journeys, yet the journey to work notably has seen a decline.

Efforts could focus on travel plans, suitability / availability etc. of public transport and walk and cycle facilities etc.

Comparing 2012/13 to 2011/12

This section presents the traffic light-based assessment for 2013/14 compared to 2012/13 and 2011/12 in order to demonstrate progress and otherwise against the Regional Transport Strategy objectives compared to the preceding years.

Table 1.2 Economy Objective

Linkages – Economy Objective 2013/14				
Linkages – Economy Objective 2012/13				
Linkages – Economy Objective 2011/12				
2013/14	Economic Output	Number of new businesses formed	% economically active	Average earnings per head
2012/13	Economic Output	Number of new businesses formed	% economically active	Average earnings per head
2011/12	Economic Output	Number of new businesses formed	% economically active	Average earnings per head
2013/14	Accommodation GVA		Fuel costs in key locations	
2012/13	Accommodation GVA	Annual tourist visitor trips	Fuel costs in key locations	
2011/12	Regional Tourism GVA	Annual tourist visitor trips	Fuel costs in key locations	
2013/14	Average journey times	Journey time reliability	Basket of regional transport fares	
2012/13	Average journey times	Journey time reliability	Basket of regional transport fares	
2011/12	Average journey times	Journey time reliability	Basket of regional transport fares	

Table 2.2 Environment Objective

Linkages – Environment Objective 2013/14			
Linkages – Environment Objective 2012/13			
Linkages – Environment Objective 2011/12			
2013/14	Number of air quality exceedences	Level of road traffic noise in specific locations	
2012/13	Number of air quality exceedences	Level of road traffic noise in specific locations	
2011/12	Number of air quality exceedences	Level of road traffic noise in specific locations	
2013/14	Mode split on journey to work	Mode split on journey to school	
2012/13	Mode split on journey to work	Mode split of journey to school	
2011/12	Mode split on journey to work	Mode split of journey to school	
2013/14	Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan

Linkages – Environment Objective 2013/14			
Linkages – Environment Objective 2012/13			
Linkages – Environment Objective 2011/12			
2012/13	Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan
2011/12	Number of employers with a travel plan	Competitiveness of non-private modes	Number of schools with a travel plan

Table 3.2 Safety Objective

Linkages – Safety Objective 2012/13		
Linkages – Safety Objective 2012/13		
Linkages – Safety Objective 2011/12		
2013/14	Number of KSIs	Fear of crime on public transport
2012/13	Number of KSIs	Fear of crime on public transport
2011/12	Number of KSIs	Fear of crime on public transport

Table 4.2 Accessibility Objective

Linkages – Accessibility Objective 2012/13			
Linkages – Accessibility Objective 2012/13			
Linkages – Accessibility Objective 2012/13			
2013/14	% school leavers in full time education, employment or training	Number of job seekers' allowance claimants	
2012/13	% school leavers in full time education, employment or training	Number of job seekers' allowance claimants	
2011/12	% school leavers in full time education, employment or training	Number of job seekers' allowance claimants	
2013/14	Community transport patronage	Number of people citing transport as a key barrier	
2012/13	Community transport patronage	Number of people citing transport as a key barrier	
2011/12	Community transport patronage	Number of people citing transport as a key barrier	
2013/14	% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information
2012/13	% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information
2011/12	% population within 30 mins of key services	% public transport fleet that is accessible	% public transport stops with Real Time Information

Table 5.2 Health Objective

Linkages – Health Objective – 2013/14		
Linkages – Health Objective – 2012/13		
Linkages – Health Objective – 2011/12		
Coronary heart disease – hospital admissions rate/100,000	Levels of obesity	Elective Hospital Admissions
Coronary heart disease – hospital admissions rate/100,000	Levels of obesity	Elective Hospital Admissions
Levels of coronary heart disease	Levels of obesity	Life expectancy
Levels of activity	Number of cancelled health appointments	
Levels of activity	Number of cancelled health appointments	
Levels of activity	Number of cancelled health appointments	
% of active travel trips	% of population within 30 mins of a GP	
% of active travel trips	% of population within 30 mins of a GP	
% of active travel trips	% of population within 30 mins of a GP	

Conclusions

Comparing 2013/14 to 2012/13 and 2011/12 there has been noticeable movement. Considering the headline objectives of economy, environment, safety, accessibility and health, the table below depicts the changes from 2011/12 through to 2013/14:

Economy	**Economy**	**Economy**
Environment	**Environment**	**Environment**
Safety	**Safety**	**Safety**
Accessibility	**Accessibility**	**Accessibility**
Health	**Health**	**Health**

Overall, there is a similar balance of 'amber' and 'green' achievement in 2013/14 to what there was in 2011/12, which is a worsening to the situation in 2012/13, when three of the objectives achieved 'green' status. It is important to note that the safety objective has progressed from 'red' to 'amber' in 2013/14 reflecting the reduction in number of KSI casualties on the region's roads.

COMMENTARY

Through the 2013/14 update to the Regional Transport Strategy Monitoring Spreadsheet it has been apparent that there is a good availability of new data which has been released during the course of the preceding year since the last update. This includes availability of:

- The annual Office for National Statistics (ONS) Business Demography.
- Updated ONS Annual Population Survey, which has seen amendments made to the percentage of the population economically active in a number of prior years, as well as the addition of data for 2013 and 2014.
- Updated data from Information Services Division (ISD) of NHS National Services Scotland on obesity levels in P1 children, which also has seen amendments to the data for a number of prior years, as well as the addition of 2013 data.

- Availability of Did Not Attend (DNA) over the time period of the Regional Transport Strategy from ISD National Statistics Release in September 2014.

These releases of data have allowed a comprehensive assessment of the indicators within this update, and including in some cases allowing a fuller look at the preceding years. That said, there are still a small number of indicators which are not available at this time, or which have become obsolete, or for which no monitoring regime has commenced, that is:

Strategic Outcomes:

ST10 reduced levels of coronary heart disease. As reported previously this has been replaced with the Scottish Household Survey: *Coronary Heart Disease Admissions - both sexes - all ages - rate/100,000*, which has been and continues to be available over the relevant time period.
ST12 general health of the population – life expectancy. As in the prior year *Elective Hospital Admissions - all ages, rate per 100,000* has been considered as an indication of the health of the population. In addition, a source of life expectancy is also now available, although this is only available by sex, rather than as a combined total which was used in the past. Considering the male life expectancy for 2009 and 2012, which is available from ISD it can be seen that life expectancy has increased across the HITRANS region and in all local authority areas by between 1% and 3%. This measure is consistent with the *Elective Hospital Admission* proxy insofar as there is an improvement in both for the region.

Intermediate Outputs

IO03 number of passengers using community transport services. There continues to be no routine collection of metrics on the usage, coverage or performance of community transport services in Scotland. This ought to be reviewed, and consideration given to as to whether HITRANS could play a role in the collation of some metrics.

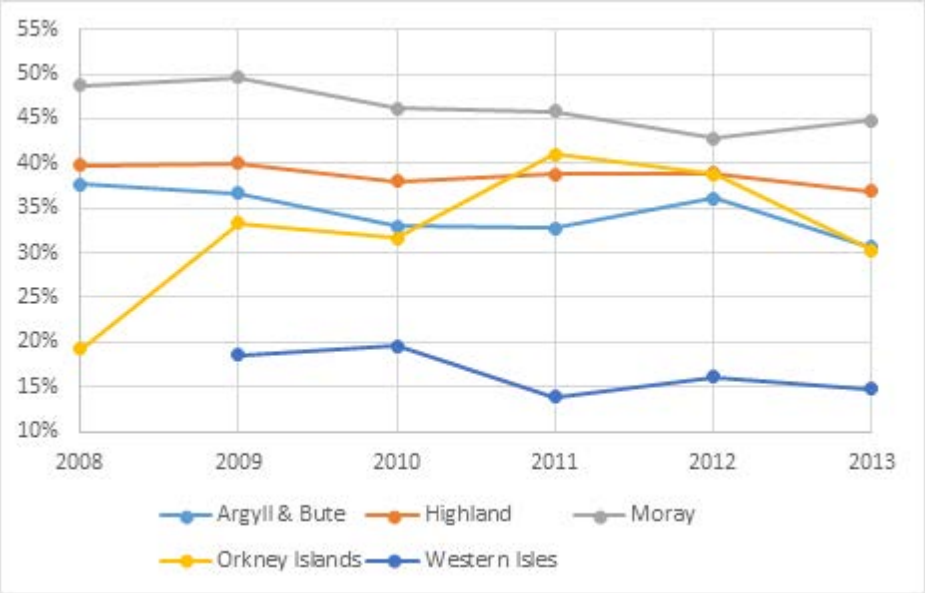
Transport Indicators:

TI01 Average car journey times, TI02 Journey time reliability, TI03 Average public transport journey times and TI04 Competitiveness of non-car/truck modes. As HITRANS members will undoubtedly be aware the Transport Direct website closed in September 2014. Transport Direct was launched in 2004 as the first journey planner covering England, Wales and Scotland. More recently transport operators have undertaken to make their timetable data freely available to web developers, and as a result a number of journey planning websites have emerged, offering a similar service to Transport Direct. As a result of widespread availability of other sources of travel information, Transport Direct was closed. Much of the RTS transport indicators relied upon Transport Direct, which has allowed a comparison year-to-year since 2009. Other journey planning tools invariable provide slightly different results, which presents a challenge to the continuous monitoring required here. However, it has been necessary to choose an alternative platform, and having considered the options, 'google maps' was concluded to be the most appropriate, and this for 2014 has been used to capture drive times (peak and off-peak) and public transport journey times. The benefit of 'google maps' for public transport is that it very clearly displays all options over the course of the day on a chart (as shown below).
As a result of this change it is not possible to make direct comparisons between drive times with earlier years.

TI06 Accessibility of key employment/service centres by public transport and TI08 Access to health facilities. The most recent data for this indicator was the 2012 Scottish Index of Multiple Deprivation (SIMD), which allowed a comparison with the 2009 SIMD. There has since been no confirmation on when the next SIMD will be made available, although more details on the next SIMD are expected to be released imminently.

Since the commencement of the monitoring of the HITRANS Regional Transport Strategy, a new indicator is now being collected that may prove useful for HITRANS to track. The Sustrans Annual Hands Up Survey collects a comprehensive sample in September each year, with the results

published the following May. The data has been collected in most areas since 2008, and the results to 2013 are shown in the chart below, which shows the number of pupils stating that they *normally travel to school* by walking.



A Parliamentary Order was passed designating Sustrans as Official Statistics Providers in the production of Hands Up Scotland on 1st June 2012. Sustrans is currently looking to acquire National Statistics status for the survey. The Sustrans data to date suggest a downwards trend in pupils reporting that they walk to school, which perhaps supports the earlier evidence suggesting a declining position for the HITRANS region in respect to active travel. It is recommended that the Sustrans data is included as part of future monitoring. More information on the Hands Up Survey can be found: http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland

Abbreviations

AHB	Automatic Half Barrier Crossing
A&BC	Argyll & Bute Council
ATAG	The Active Travel Advisory Group
BCR	Benefit Cost Ration
BIF	Bus Improvement Fund
CAA	Civil Aviation Authority
CNES	Comhairle nan Eilean Siar
COSLA	Convention of Scottish Local Authorities
DfT	Department for Transport
DMU	Diesel Multiple Unit
ECMA	East Coast Main Line
ERDF	European Regional Development Fund
FOCs	Freight Operating Companies
FTE	Full time Equivalent
HFF	HITRANS Freight Forum
HIAL	Highlands and Islands Airports
HITCOG	HITRANS Transport Coordinating Officers Group
HLOS	High Level Output Statement
HTTG	Highland Timber Transport Group
IABP	Inverness Airport Business Park
ISO	International Organisation for Standardisation approved Shipping Container
ITT	Invitation to Tender
NFCs	Near Field Codes
NSR	North Sea Region
OHTIA	Outer Hebrides Tourism Industry Association
pax	Passengers
PDU	Project Design Unit
PQQ	PQQ – Pre Qualification Questionnaire
PSO	PSO – Public Service Obligation
QR	Quick Response Code
RAG	Rail Advisory Group
RSG	Rail Stakeholder Group
RTP	Regional Transport Partnership
RUG	Rail User Group
SIMD	Scottish Index of Multiple Deprivation (SIMD)
SOA	Single Outcome Agreement
SWA	Scottish Whisky Association
SWIFT	Severe Weather Information for Transport
SQUIRE	Service Quality Inspection Regime

Key to the following spreadsheets:

Adjusted existing data
New data added

2013 Adjusted data
2013 New data added
Other data also abstracted to compliment

2014 Adjusted data
2014 New data added

HITRANS Monitoring Framework - Strategic Outcomes

Outcome Code	Outcome Description	Source	Status	Scope
	Increased economic output	Workplace-based regional GVA - National Statistics (£m, current basic prices)	Updated to (2011)	Highlands and Islands (includes Arran and Cumbrae)
ST01	**Increased number and rate of new businesses formed**	ONS Business Demography	Data Collected (2011). Released Dec 2012.	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS
ST02	**Increased % of population that is economically active**	NOMIS/ONS Annual Population Survey	Data Collected (2012)	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS
ST03	**Increase in average earnings**	Annual Survey of Hours and Earnings (ASHE)	Data Collected (2011/12)	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
ST05	**Increased % of school leavers in further/higher education, employment or training**	ONS -Destinations of Leavers from Scottish Schools	Data Collected (2010/11)	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS
ST06	**Reductions in number of work benefit claimants**	Nomis Official Labout Market Statistics http://www.nomisweb.co.uk/default.asp	Annual average of monthly rates	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS Count
				HITRANS %
ST07	**Improvements in local air quality in specific locations**	Local authority air quality monitoring results - Update and Screening Assessments. Number of exceedences of NO2 and PM10 standards	Various reports from LAs (/ indicates no report available)	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS
ST08	**Reduced number and severity of road casualties (KSIs)**	Local authority road casualty data	Data collected (2005-2009 average an annual count thereafter)	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS
ST09	**Reductions in crimes and fear of crime when travelling on public transport**	Scottish Household Survey question - 'How safe from crime do you feel when travelling by bus in the evenings?' - % agreeing with the statement	Updated from 2009/10 onwards to show those agreeing that "I feel personally safe and secure on the bus during the evening."	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS
ST10	**Reduced levels of coronary heart disease**	SNS - coronary heart disease admissions to hospital per 100,000 people	Data from Scottish Neighbourhood Statistics	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
ST11	**Reduced levels of obesity**	Child obesity in Primary 1 (%) - % at risk of childhood obesity - BMI in P1	http://www.isdscotland.org/Health-Topics/Child-Health/Publications/data-tables.asp?id=1020#1020	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
ST12	**Improvements to general health of the population**	Life expectancy - HITRANS region, CHP Profiles	Data presented by ScotPHO http://www.scotpho.org.uk/	Argyll & Bute
				Eilean Siar
				Highland
				Moray
				Orkney Islands
				HITRANS

2006	2007	2008	2009	2010	2011	2012	2013	2014	2014 comments
6581	6837	7242	7076	7213	7642	7373			Figures updated from new release, and 2012 data added
50	75	15	-50	-5	-5	-10			Some figures updated from Dec
0	20	25	-10	-10	10	-10			
190	295	205	20	-40	135	10			2013 release, plus 2012 data
75	50	30	5	5	10	10			
-5	10	0	0	-5	10	-20			
310	**450**	**275**	**-35**	**-55**	**160**	**-20**			added
81.3	80.8	79.4	78.3	77.0	76.4	75.6	78.3	79.7	Minor amends to many previous
77.4	78.1	75.5	72.9	65.3	68.1	70.4	75.0	78.5	
80.5	82.7	81	82.7	81.1	83	79.1	78.6	74.8	
79.7	80.6	83.5	81.4	81.1	81.3	83.2	81.6	78.5	
81.8	85.3	85.4	88.4	81.1	82.4	87.5	82.5	83.8	
80.6	**81.2**	**81.2**	**82.4**	**80.1**	**80.3**	**79.5**		**80.8**	data; new data to June 14 added
		20,534	22,841	21,682	22,254	22,241	22,414		2013 provision data added - next
		20,543	20,358	22,209	20,459	20,450	21,210		
		21,767	21,463	21,631	21,280	22,471	22,663		
		18,621	20,140	19,792	21,001	20,775	22,076		
		21,487	21,647	20,777	21,400	21,224	21,567		release due 19/11/14
86.5	87.8	87.45	87.77	89.8	89.7	90.7	92.4		
94.9	93.3	88.27	94.28	92.6	92.3	94.1	95.2		
89.1	88.5	85.11	86.73	89.4	90.0	91.8	92.5		
86.1	89.5	88.22	90.87	88.4	84.6	87.9	92.4		
94.5	92.2	93.88	93.94	89.3	89.6	94.9	91.2		
86.1	**86.0**	**85.32**	**86.35**	**88.58**	**89.0**	**91.1**	**92.5**		
2.4	2.1	2.1	3.0	3.1	3.4	**3.3**	3.2	2.5	Update with too Sept 2014 data
3.1	2.7	2.2	3.5	3.3	3.2	3.2	3.0	2.6	
2.1	1.7	1.7	2.7	2.8	2.9	2.8	2.7	1.8	
2.2	1.9	1.8	2.4	2.5	2.7	2.6	2.4	1.7	
1.4	1.1	0.9	1.1	1.4	1.7	1.6	1.4	1.0	
6,151	**5,216**	**5,057**	**7,586**	**7,819**	**8,131**	**7,931**	**7,613**	**5465**	
2.2	**1.9**	**1.8**	**2.7**	**2.8**	**2.9**	**2.9**	**2.7**	**1.9**	
0			0	0	0	0	0		
0	0		0	/	/	/	0		
0			1	0	/	/	1		
0			/	/	0	0	0		
0		0	/	/	/	/	0		
0			**1**	**0**	**0**	**0**	**1**		
	114		92	80	63	67	62		STATS19 annual report
	19		12	9	5	9	2		
	233		173	121	119	104	93		
	55		46	35	28	46	50		
	9		7	4	2	10	6		
	430		**330**	**249**	**217**	**236**	**213**		
89.7%			83.2	70.7		Values surpressed as less than 5 reponses for each of these LAs			
95.1%			95.55	92					
85.9%			76.05	60.3					
79.7%			82.4	66.4					
98.4%			0	Not available					
89.1%			**82.45**	**66.3**		**71.0**			
674	671	556	508	464	570	590			2012 CHD admissions data
782	677	698	688	439	556	606			
721	723	742	688	785	689	558			
696	680	698	587	570	620	474			
632	690	618	651	552	625	608			added
		x	13.2	10.4	11.1	10.0	10.5		
9.8	10.7	12.6	10.8	14.7	12.5	11.7	12.6		
		x	10.5	11.3	11.2	10.2	10.3		
		x	x	8.9	10.0	10.4	9.9		
		x	x	x	12.6	14.2	13.3		
		77.8	77.0	78.1		77.3			Data added for 2009 and 2012 is for males only. Separate data are available for females, but no combined life expectancy data are supplied by ScotPHO
		76.0	74.0	76.5		76.4			
		77.6	76.4	78.0		77.2			
		77.4	76.9	77.9		77.4			
		78.6	77.3	78.5		79.7			
		77.5		**78.0**					

2013 Comments	2012 Comments	Comments
Figures updated throughout time period from the Dec 2012 release from ONS	ONS plans to publish estimates of regional GVA for 1997 to 2011 and sub-regional and local GVA for 1997 to 2010 in December 2012	Regional Economic Activity Report (December 2011) due out on 14th December 2011; Regional
Figures have been updated and adjusted from the Dec 2012 release from ONS. Given fluctuation, useful to consider also the survival rates of business and also the total number of enterprises across the area over the period.	An adjustment has been made to the 2009 and 2010 deaths to allow for reactivations. These figures are provisional and subject to revision.	
Figures updated for 2010 and 2011 following a release of adjusted figures, plus 2012 provisional figures included. Finalised 2012 dataset to follow.	2011 are provisional results	2010/11 not available
The next release should be for year 2012/13, and is generally published in December - 2012/13 due Dec 2013	Data matching has taken place which has adjusted some earlier data. Details for those entering voluntary work now also included.	2010/11 not available
2012 average on monthly counts added plus the average for Jan-Jun 2013 AND % for HITRANS across time period	Have changed to rate of claimant count to assist in comparing the figures. Numbers are also provided to right of here	
2012 data added + split between fatal and serious casualties for 2012 for each LA area and HITRANS		
The SHS 2012 Annual Report was published on Wednesday 28 August 2013. SG will also publish a series of Web Tables and Local Authority Tables in due course which presents more detailed analysis. Meanwhile, provided for 2010 (2009/10) and 2012 is the percentage of respondents to the SHS that	Not available	
Nothing more recent than 2010 available. The next update is likely to be published in September 2013. Consider more frequently reported indicator, e.g. from SNS: Coronary Heart Disease Admissions - both sexes - all ages - rate/100,000. See to the right		
Fully updated from the recently published:Primary 1 Body Mass Index (BMI) Statistics School for Year 2011/12 (30 April 2013). http://www.isdscotland.org/Health-Topics/Child-Health/Publications/data-tables.asp?id=1020#1020		
No additional data available. Consider alterntive proxy, e.g. Elective Hospital Admissions - all ages, rate per 100,000. See to the right.	No additional data available	

2006	2007	2008	2009	2010	2011	2012
1,390	1,209	1,210	1,703	1,744	1,896	1,836
499	432	362	568	523	506	518
2,879	2,396	2,389	3,816	3,962	4,024	3,962
1,211	1,045	988	1,354	1,411	1,486	1,415
173	134	110	144	179	219	200

Fatal	Serious
4	63
1	8
14	90
2	44
5	5
26	**210**

2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
743	714	741	698	674	671	556	508	464	570	590
1,145	1,065	994	697	782	677	698	688	439	556	606
612	672	690	655	721	723	742	688	785	689	558
764	759	668	630	696	680	698	587	570	620	474
828	751	610	658	632	690	618	651	552	625	608

2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
11,676	12,033	13,332	14,073	13,887	13,857	14,432	15,723	15,802	15,277
16,866	16,061	15,484	16,395	18,421	17,677	17,370	18,789	18,297	16,384
11,374	11,396	11,893	12,370	13,015	13,632	13,626	14,280	12,785	11,600
10,379	9,720	9,891	9,981	11,865	11,681	12,113	12,221	11,395	11,775
12119	12408	12344	14604	15529	18887	18949	20230	21129	21513

HITRANS Monitoring Framework - Intermediate Outputs

Output Code	Output description	Source	Scope	2006
IO01	**Visitor stays**	Scottish Annual Business Survey	GVA Accomodation	
IO02	**Reduce input costs for businesses**	Unleaded average price: www.petrolprices.com	Inverness	
			Kirkwall	
			Stornoway	
			Fort William	
			Ullapool	
			Oban	
			Portree	
IO03	**Number of passengers using community transport services**	Local authorities/operators	Argyll & Bute	
			Eilean Siar	
			Highland	
			Moray	
			Orkney Islands	
IO04	**Number of people citing transport as a key barrier to accessing employment / education / training services - % citing public transport in their area fairly or very inconvenient**	Local Area Analysis of SHS data	**HITRANS**	**23.4**
			Argyll & Bute	
			Eilean Siar	
			Highland	
			Moray	
			Orkney Islands	
IO05	**Mode split on the journey to work**	Local Area Analysis of SHS data	Car	
			PT	
			Walk/Cycle	
IO06	**Mode split on the journey to school**	Local Area Analysis of SHS data	Car	
			PT	
			Walk/Cycle	
IO07	**Increased activity levels (Walking in the past seven days (aged 16+) (Those who had made a trip of more than quarter of a mile for the specified purpose on at least one of the previous seven days))**	Local Area Analysis of SHS data	As means of transport	47.0
			Leisure/Keep fit	63.0
IO08	**Number of cancelled health appointments**	NHS Scotland DNA stats.http://www.scotland.gov.uk/About/scotPerforms/partnerstories/NHSScotlandperforma	Highland (Highland & Argyll & Bute)	7.2
			Western Isles	8.6
			Orkney	5.5
			Grampian (Moray, Aberdeen, Aberdeenshire)	7.6

2007	2008	2009	2010	2011	2012	2013	2014	2014 Comments
	45.2	50.5	53.6	51.6	53.0			
	6.7	7.9	6.2	7.5	9.7			
	104.4	113.3	111.4	123.5	135.3			Have replaced data with GVA Accomdation which is available over time period.
	10.9	12.9	16.0	18.7	17.5			
	6.5	6.6	*	7.0	8.8			
		109.8		133.4	134.1	135.9	124.9	
		117.9		145.5	146.6	145.9	127.9	
		119.2		145.7	148.9	140.9	125.9	
		110.1		134.9	140.2	139.9	126.9	Prices on 05/11/14
		115.9		144.9	151.9	145.9	134.9	
		110.6		136.9	141.6	139.9	128.9	
		113.4		142.9	142.9	139.9	128.9	
	19.2		**20.2**		**16.5**			Question only asked every
	20.1		14.7		15.0			2 years, so next asked in
	8.2		15.5		10.4			the 2013 survey, and
	22.0		24.6		19.4			therefore published in 2015
	13.3		9.8		10.4			
	25.5		35.7		15.9			
67.0	67.7		69.9		62.1	66.7		HITRANS and LA data
10.0	7.1		5.7		7.1	5.7		added for 12/13
20.0	20.7		19.9		24.4	21.5		
	19.6		22.3		18.5	19.3		Hitrans data added for 12/13
	27.6		31.1		33.3	31.6		
	52.8		46.5		45.5	46.3		plus LA data
	47.9		56.0		61.0			2012 data added - biennial
	55.5		57.7		56.0			question
7.6	7.7	7.6	7.0	6.7	6.3	6.4	6.2	Full data over time series
8.0	9.1	7.4	7.7	7.6	8.5	7.0	6.2	added from ISD National
6.0	4.9	4.4	3.3	3.7	3.5	4.2	6.3	
8.2	8.7	7.8	8.0	8.5	8.3	7.2	6.5	Statistics Release - September 14

2013 Comments	2012 Comments	GVA Accomodation at basic prices	2006	2007	2008	2009
09/10 is the most recent data set available from the Moffat Centre. No suggestion of when a next release might be available. Suggest alternative data - see right (GVA Accomodation)	No further update from VisitScotland or the Moffat Centre	Argyll & Bute - Inveraray Castle	x	x	58,959	73,670
		Highland - Eilean Donan Castle	271,414	283,751	270,822	314,636
		Johnston's Cashmere Visitor Centre, Elgin	x	x	194,052	202,200
		Highland - Rothiemurchus Estate	x	110,834	249,000	274,602
		Eilean Siar - An Lantair, Stornoway	179,559	186,772	191,873	201,005
		Cathedral, Kirkwall	*23,186*	*76,847*	120,909	120,193
Prices on 05/09/13						
2012 added	Individual LA data added for comparison					
LA data added - see right		**Argyll & Bute**	**Eilean Siar**	**Highland**	**Moray**	**Orkney**
		*	77.6	65.3	59	59.5
		*	4.7	5.9	10	8.4
		*	12	25.8	22.7	17.5
Data available biennially - To be updated in 2014		32.6	16.1	20.1	14.1	*
		27	63.5	25.7	28.9	*
		36	16.8	50.2	50.7	*
Data available biennially - To be updated in 2014						
	This is no longer a HEAT target for the NHS and is not due to reappear in the HEAT targets for the next 2-3 years which are set out.					

2010
x
314,199
359,000
218,344
117,490

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Argyll & Bute	Eilean Siar	Highland	Moray	Orkney
58.9	78.3	68.3	65.7	62.5
6.9	6	*	6.2	6.2
23.3	*	22.8	18.6	*

HITRANS Monitoring Framework - Transport indicators

Indicator Code	Indicator description	Source	Scope	2008	2009	2010	2011	2012	2013
TI01	Average car journey times	AA Journey planner	Fort William - Glasgow		02:30		02:32	02:28	02:29
			Fort William - Inverness		01:26		01:27	01:27	01:27
			Inverness - Perth		02:35		02:36	02:34	02:33
			Inverness - Elgin		00:56		00:56	00:56	00:56
			Elgin - Aberdeen		01:32		01:32	01:32	01:34
			Campbeltown-Tarbet (A83/A82 Junction)		02:12		02:12	02:12	02:12
			Inverness - Thurso		02:26		02:26	02:26	02:26
			Inverness - Wick		02:16		02:17	02:17	02:17
			Oban - Tyndrum (A85/A82 junction)		00:49		00:49	00:49	00:49
			Elgin - Perth (via A95)		03:14		03:09	03:08	03:07
			A82 on outskirts of Inverness transferring to A9 (Lochend to Daviot)		00:21			00:22	00:22
			Portree - Glasgow						04:55
TI02	Journey time reliability	Difference in AM Peak and Inter-peak journey times from Transportdirect.info	Fort William - Glasgow		4%		2%	3%	1%
			Fort William - Inverness		8%		3%	3%	3%
			Inverness - Perth		5%		2%	4%	0%
			Inverness - Elgin		12%		4%	5%	5%
			Elgin - Aberdeen		8%		4%	4%	4%
			Campbeltown-Tarbet (A83/A82 Junction)		5%		3%	3%	1%
			Inverness - Thurso		5%		2%	-2%	-2%
			Inverness - Wick		6%		2%	-2%	-1%
			Oban - Tyndrum (A85/A82 junction)		11%		5%	2%	5%
			Elgin - Perth (via A95)		4%		1%	3%	-1%
			A82 on outskirts of Inverness transferring to A9 (Lochend to Daviot)		13%		5%	5%	5%
			Portree - Glasgow						-6%
TI03	Average public transport journey times	Transportdirect.info	Fort William - Glasgow		03:05		03:02	03:02	03:05
			Fort William - Inverness		02:00		01:46	01:55	01:50
			Inverness - Perth		02:15		02:15	02:04	02:52
			Inverness - Elgin		00:50		00:44	00:47	00:39
			Elgin - Aberdeen		01:31		01:31	01:29	01:30
			Campbeltown-Tarbet (A83/A82 Junction)		02:59		03:02	03:02	03:11
			Inverness - Thurso		03:20		02:59	02:59	03:45
			Inverness - Wick		02:45		02:55	02:57	04:17
			Oban - Tyndrum (A85/A82 junction)		00:54		01:03	01:04	01:03
			Elgin - Perth (via A95)		03:04		03:19	03:29	03:22
			A82 on outskirts of Inverness transferring to A9 (Lochend to Daviot)		00:49		00:49	01:03	00:43
			Portree - Glasgow						06:49
TI04	Compet-itiveness of non-car/truck modes	Difference in journey time between Car and PT from transportdirect.info	Fort William - Glasgow		23%		20%	23%	24%
			Fort William - Inverness		40%		22%	32%	**26%**
			Inverness - Perth		-13%		-13%	-19%	12%
			Inverness - Elgin		-11%		-21%	-16%	**-30%**
			Elgin - Aberdeen		-1%		-1%	-3%	**-4%**
			Campbeltown-Tarbet (A83/A82 Junction)		36%		38%	38%	45%
			Inverness - Thurso		37%		23%	22%	54%
			Inverness - Wick		21%		28%	29%	88%
			Oban - Tyndrum (A85/A82 junction)		10%		29%	31%	**29%**
			Elgin - Perth (via A95)		-5%		5%	11%	**8%**
			A82 on outskirts of Inverness transferring to A9 (Lochend to Daviot)		133%			185%	**95%**
			Portree - Glasgow						39%
TI05	Cost of transport freight	Diesel average price: www.petrolprices.com	Inverness		110.8		141.4	138.9	139.7
			Kirkwall		118.9		150.9	149.8	149.9
			Stornoway		121.7		153.9	152.9	144.9
			Fort William		111.4		142.4	144.7	144.9
			Ullapool		117.9		149.9	152.9	149.9
			Oban		111.7		142.9	146.2	144.9
			Portree		115.4		148.4	145.9	143.9
TI06	Accessibility of key employment/ service centres by public or community transport	SIMD accessibility figures - % popn within 30 mins of key service centre by public transport	Argyll & Bute		68%			75	
			Eilean Siar		46%			39	
			Highland		66%			68	
			Moray		73%			77	
			Orkney Islands		47%			56	
			HITRANS		**66%**			**69**	
TI07	% of active travel trips to work	Local Area Analysis of SHS data	**HITRANS**	**20.7**		**19.9**		**24.4**	**21.5**
		Local Area Analysis of SHS data	Argyll & Bute	21.4		17.6		*	23.3
			Eilean Siar	16.3		8.2		12	*
			Highland	20.5		20.3		25.8	22.8
			Moray	19.2		19.7		22.7	18.6
			Orkney Islands	21.7		25.9		17.5	*
TI08	Access to health facilities: journey times by all modes	SIMD accessibility figures - % popn within 30 mins of a GP by public transport	Argyll & Bute		80%			81	
			Eilean Siar		63%			58	
			Highland		73%			76	
			Moray		85%			86	
			Orkney Islands		54%			63	
			HITRANS		**75%**			**77**	

2014 AA	2014 Google	2014 Comments	2013 Comments	2012 Comments	Comments
02:35	02:49				
01:28	01:40				
02:41	02:17				
00:56	01:02				
01:34	01:45				
02:12	02:17				
02:27	02:19				
02:18	02:14				
00:49	00:55				
03:12	02:51				
					This is a comparison from Transport direct. I suspect that given the difference with 2009, the comparison might have been with the AA journey planner for one or both of the AM peak or inter-peak
00:20	00:25				
05:01	05:01				
	11%				
	9%				
	11%				
	11%				
	16%				
	11%				
	9%				
	10%				
	7%				
	10%		Updated. Added Potree - Glasgow as a route to monitor - as it has the longest land-based journey time between local centre and the nearest main centre	Difference in AM Peak and Inter-peak from transportdirect.info. Difference between car and PT compares AA (car) and transportdirect (PT). The AA car times appear more realistic from experience.	
	12%				
	8%				
	03:04				coach
	01:46				coach
	02:12				train
	00:40				train
	01:34				train
	03:05				coach
	03:52				coach
	03:30				coach
	01:02				train
	03:15				train
					bus
	00:44				
	06:49				
	8%				
	6%				
	-4%				
	-55%				
	-12%				
	26%				
	40%				
	36%				
	11%				
	2%				
	43%				
	26%				
128.9					
131.9					
130.9					
130.9			As at 06/09/13		
136.9					
131.9					
131.9					
		More details on next SIMD to be released soon	Updated	No updated SIMD data available beyond 2009. Expected in late 2012.	Data resourced and checked, but no new data will be available until November 2012
		2012/13 data added	Updated		See footnote below
				Added by LA active travel to work in order to assist comarison over time. Data taken from Local Area Analysis of SHS data, which also includes RTP fields.	
		More details on next SIMD to be released soon	Updated	No updated SIMD data available beyond 2009. Expected in late 2012.	Data resourced and checked, but no new data will be available until November 2012

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